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Lives

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LIVES OF THE BRITISH
Admirals



LIVES 1731
OF THE MOST CELEBRATED
BRITISH ADMIRALS;
CONTAINING
A CONCISE ACCOUNT OF THE CHARACTERS,
AND
AN ACCURATE DETAIL OF,
THE GALLANT ACHIEVEMENTS,
OF THE MOST DISTINGUISHED
NAVAL HEROES.

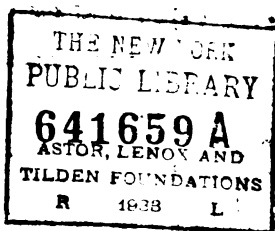
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EDINBURGH:
PRINTED BY AND FOR OLIVER & BOYD,
NETHERBOW.

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LIVES

OF THE

BRITISH ADMIRALS.

SEBASTIAN CABOT.

ALTHOUGH Cabot never had the title of admiral, yet his superior genius, and important discoveries, entitle him to a place in this short account of distinguished naval characters.

Sebastian Cabot, the son of John Cabot, an eminent Venetian navigator, who came to England in the reign of Edward IV. was born at Bristol, about the year 1477. Henry VII. having given his father a commission for the discovery of unknown lands, he, with his son Sebastian, set sail in the spring of 1497, and successfully kept on a north-west course. On the 24th of June they discovered land, which they therefore called *Prima Vista*; and the island which lies out to sea before the main land they called St John's, because they discovered it on the festival of that saint. They afterwards called the whole coast the island of *Baccalaos*, being the name given by the natives to a fish found along it in great abundance. since named Cod; and in after times the place took the name of Newfoundland, which it still bears.

Sebastian, with his father, took possession of this land in the name of the king of England, after which they sailed down to Cape Florida, and then returned to England, with a valuable cargo and three of the natives, who were clothed in skins, eat raw flesh, and uttered an unintelligible speech, not like any human language.

Some time after, Sebastian, in company with sir Thomas Pert, at that time vice-admiral of England,

intended to have passed by the south to the East Indies. He sailed first to Brazil; and failing there in his purpose, directed his course to the islands of Hispaniola and Porto Rico, where he carried on some traffic, and then returned, being absolutely disappointed in the design upon which he went; not through any want either for courage or conduct in himself, but from the faintheartedness of sir Thomas Pert, and through want of manly courage in some of the other people who were connected with him.

In 1552, he projected the plan of the first voyage of the English to Russia, and thus laid the foundation of the commerce still carried on between the two nations; in consequence of which he was made governor for life of the first Russia company in England. Beside many services which he did to mankind in general, and to this kingdom in particular, it is remarked of him, that he was the first who took notice of the variation of the needle: a matter of great importance in navigation.

He died in 1557, in the seventieth year of his age.

SIR EDWARD HOWARD,

Lord High-Admiral of England.

THIS gallant seamen was the second son of Thomas earl of Surrey, and afterwards duke of Norfolk. We have no certain account of the exact time of his birth. He began very early, however, to testify his inclination to the sea-service ; for in 1492, when he was a very young man, he went out in a fleet commanded by sir Edward Poynings, with a view of acquiring skill in naval affairs, and in the art of war. The fleet which Poynings commanded, consisting of twelve sail, was sent by king Henry VII. to assist the duke of Burgundy against his rebellious subjects. In consequence of this assistance from the king of England, the duke was enabled to regain possession of the town and port of Sluys, which had been seized by his enemies ; and in the course of this expedition, our young and noble seaman gave proofs of extraordinary bravery, and had on that account the honour of knighthood conferred on him. He gave frequent instances of his courage during the same reign ; and on the accession of Henry VIII. that monarch made choice of him for his standard-bearer ; which in those days was not only a mark of particular favour, but of the highest confidence and respect.

In 1511, sir Andrew Barton, a Scotch seaman, with two stout vessels, committed piracy on the English coasts, and greatly interrupted the trade and navigation of the kingdom. His pretence was, letters of reprisal granted him against the Portuguese, by James III. late king of Scotland : and under colour of this, he seized and plundered what ships he pleased, alleging, that they had Portuguese goods on board. Complaint being made of these grievances to the privy council of England, sir Edward Howard's father, the

16 SIR EDWARD HOWARD.

earl of Surrey, declared, "That the narrow seas should not be so infested, whilst he had an estate that could furnish a ship, or a son who was capable of commanding one." And accordingly two ships were immediately fitted out by sir Edward Howard, and his elder brother sir Thomas, and probably at his father's expence. Sir Thomas Howard, it is said, served under his younger brother on this occasion, on account of the superior skill and experience of the latter. These two gallant brothers having been some days at sea, were separated by a storm, which gave sir Thomas an opportunity of coming up with sir Andrew Barton, in the Lyon. An obstinate engagement immediately ensued, the success of which was only doubtful. Barton, the Scotch commander, who was a bold and experienced seaman, having under him a determined crew, made a very desperate defence ; but he was at length killed, having to the last encouraged his men with his whistle. The commander being now dead, the ship was surrendered to sir Thomas Howard. Sir Edward, in the mean time, came up with Barton's other ship, which was named the Jenny Perwin, a very strong vessel, and exceedingly well manned. After a sharp engagement, he made himself master of this ship also. And both the Scotch vessels, with the surviving part of their crews, which amounted to one hundred and fifty men, were triumphantly brought into the river Thames, by the two noble brothers. The prisoners, having been some time confined, were afterwards set at liberty. James IV. then king of Scotland, highly resented this action, and sent ambassadors to the king of England, to demand satisfaction. But Henry returned him this answer, "That punishing pirates was never considered as a breach of peace among princes."

Sir Edward's character for courage and naval abilities was now so well established, that in 1512, he was appointed lord high-admiral of England*. King

* He had ten shillings a-day for his pay ; each of his captains eighteen pence ; and every soldier, mariner, and gunner, ten shillings every lunar month, for wages and victuals. Extraordinary payment in those days !

Henry having entered into a war with France, the marquis of Dorset was sent with a considerable army into Biscay, in order to penetrate that way into the province of Guienne. The marquis and his troops were convoyed by sir Edward; and when the forces were landed, the lord admiral put to sea again with his squadron. He arrived on the coasts of Brittany; and having first cleared the sea of the enemy, he landed some of his men about Conquet and Brest, who burnt several towns, and laid waste the country for several miles round. The French endeavoured to represent this as a mean way of making war upon helpless women and defenceless villages. But sir Edward replied, "That it was the duty of brave men to be guardians to both; and that he should not be directed by an enemy in his manner of making war." The French monarch, alarmed at the English admiral's success, immediately assembled a powerful fleet to oppose his progress. King Henry, having information of this, ordered five-and-twenty ships of war to be fitted out without delay, to assist the lord admiral; and he went himself to Portsmouth to hasten the armament. Among these ships were two of a very large size, the one called the Regent, which was commanded by sir Thomas Knevet; and the other, named the Sovereign, by sir Charles Brandon, afterwards duke of Suffolk. When sir Edward had received this reinforcement, his fleet consisted of forty-five sail. He immediately determined to attack the enemy, who were now ready to come out of the harbour of Brest. The French fleet, according to lord Herbert, consisted of thirty-nine ships. The French admiral, whose name was Primauguet, or, as some say, Porsmoguer, was a very brave seamen; and the ship he commanded, which was called the Cordelier, was so large as to be able to carry twelve hundred men, exclusive of mariners. Sir Thomas Knevet, however, in the Regent, which was a much smaller ship, attacked and boarded the French admiral. The action was maintained for some time with great bravery on both sides.

But at length the French ship took fire ; and that and the Regent being closely grappled together, they both blew up, and sixteen hundred gallant men, besides the two commanders, perished in an instant. This fatal stroke appears to have thrown both fleets into consternation ; for though they had been for some time engaged, they soon after separated, without proceeding to any further hostilities on other side.

In the year 1513, sir Edward put to sea again, with forty-two ships of war, besides small vessels, and forced the French into the harbour of Brest. He also made frequent descents upon the coasts of France, and ravaged the country round about. The French king, therefore, ordered Pregel, one of the ablest sea-officers, to sail from Toulon with a squadron of gallies ; and after joining the Brest fleet, to come out and fight the English. Sir Edward received information of this design, and formed a plan for burning the French ships in the harbour. He was so sanguine of his success in this affair, that he acquainted the king with it, and invited him to be present at so glorious an action ; desiring that the king should rather have the honour of destroying the French naval force, than himself. But sir Edward's letter being laid before the council, they were of very different sentiments, considering the affair as by much too hazardous for his majesty's person to be exposed in it. They therefore wrote to the admiral, commanding him not to send excuses, but to do his duty. Sir Edward was extremely piqued at this language ; supposing that from his well known bravery, he ought not to have been subjected to such a reproof. However, he immediately prepared to enter the harbour ; and for this purpose he ordered about fifteen hundred men into his boats, which brought the French, to the number of ten thousand, down to line the shore ; the admiral, however, at length found his design to be impracticable ; for the French ships lay under the cover of their fortifications, and of a line of twenty-four large hulks lashed together, and which they intended to have set on fire, if the English had forced them to an engage

ment. Sir Edward put the best face he could upon this disappointment ; and in the mean time received information, that Pregent, with six gallies and four tenders, was arrived in Conquet bay, a little below Brest, and only waited for an opportunity of entering the harbour. The lord admiral hereupon sent a frigate to reconnoitre the situation of the enemy, whom they perceived at an anchor between two rocks, on each of which stood a strong fort, and so far up the bay, that it was not possible to bring any of the English ships of force to bear upon them. Sir Edward, however, determined to attack them ; and accordingly he manned the only two gallies he had in his fleet with some of his bravest men ; and with two row-barges and two tenders he entered the bay. One of the gallies was commanded by himself, the other by lord Ferrers. The chief officers under them were sir Thomas Cheney, sir John Wallop, sir Henry Shirburn, and sir William Sidney. There being a brisk gale of wind, they soon came up with the enemy ; and sir Edward immediately attacked the French admiral ; armed with his sword and target, he undauntedly entered the ship of his enemy, having only eighteen Englishmen and one Spaniard attending him. But he had no sooner boarded the French vessel, than the grappling-tackle, which fastened his galley to that of the enemy, either slipped or was cut asunder. Thus was the gallant admiral left to the mercy of the enemy. But he disdained that safety which could be only purchased by captivity. He, therefore, took his whistle (which in those days, we are told, was the badge of supreme command at sea) from his neck, and threw it into the sea ; into which he himself, with seventeen of his followers, was immediately pushed by the pikes of his enemies.

The death of the lord admiral so discouraged the seamen, that the English fleet soon after returned home, without any further attempts upon the enemy.

Such was the premature death, on the 25th of April 1513, of sir Edward Howard, knight of the garter,

and lord high-admiral of England. He had great skill in maritime affairs, and possessed an extraordinary degree of bravery. It was his avowed maxim, "That a seaman never did good, who was not resolute to a degree of madness." He was a warm friend to the interest of his country, and at all times ready to hazard his life and fortune in its defence. He was, however, not for promoting war on every trivial occasion; for he was an able statesman, a free speaker, as well as a great seaman.

THOMAS HOWARD,

*Earl of Surrey, Duke of Norfolk, and Lord
High-Admiral of England.*

THIS gentleman was the eldest son of Thomas, earl of Surrey, afterwards duke of Norfolk, and brother to the brave lord admiral, the subject of the preceding pages. We began with the younger brother first, because, though he was the junior son, he was the elder admiral; and also because the occurrences in the life of the elder brother carry us down to a much later period than those of the younger. Sir Thomas Howard early distinguished himself for his courage, and thirst for military glory. He engaged in the expedition against sir Andrew Barton, in conjunction with his brother sir Edward, as related in the preceding life; and had himself the honour of taking Barton's ship. He attended the marquis of Dorset in his expedition against Guienne, which was rendered unsuccessful by the insincerity of Ferdinand king of Spain: and the marquis falling sick, sir Thomas succeeded him, and shewed great conduct in bringing home the remainder of the English army.

A few months after the arrival of sir Thomas in England, he received the unpleasant news of his brother, the lord admiral's death; whereupon the king immediately appointed him his successor. This promotion was very agreeable to sir Thomas, as he was extremely desirous of revenging his brother's death upon the enemy. Before he set out to take upon himself the command of the fleet, he petitioned, that each ship should have a larger complement of men. In the mean-time, Pregent, the French admiral, encouraged by the death of sir Edward Howard, and the consequent return of the fleet which had been under his command, had made a descent upon the coast of Sussex,

and committed some disorders there : but receiving information, that the English fleet was again putting to sea, he made the best of his way to the coast of France. And sir Thomas was so active, and scoured the seas of French vessels in such a manner, that not a bark of that nation durst appear. On the first of July 1513, he landed in Brittany, ravaged a part of the country, and burnt a considerable town.

King Henry was now in France, employed in the siege of Terouenne. James IV. king of Scotland, embraced this opportunity of invading England, supposing he should find that kingdom unprepared for its defence. But he soon discovered his mistake. The earl of Surrey, father to the lord admiral, marched against him with a considerable army ; and sir Thomas receiving information of the Scottish king's invasion, immediately landed five thousand veteran troops, and marched at the head of them to join his father. The earl of Surrey, having received this reinforcement, sent an herald to the king of Scotland, to offer him battle : and sir Thomas sent him word at the same time, that he was come to answer for the death of sir Andrew Barton. The Scottish king had in all his manifestoes mentioned the death of Barton as one of the causes of the war. Sir Thomas therefore seems to have thought himself obliged, in point of honour, to give some satisfaction for that affair in person. This defiance from the earl of Surrey and his son produced the famous battle of Flodden-field, which was fought on the eight of September 1513. Sir Thomas commanded the vanguard, and greatly contributed to the glorious victory which the English then obtained, by the valour and military skill which he exerted on that important occasion. In consideration of the great merits and services of the earl of Surry and his son, King Henry, in 1514, created the earl, duke of Norfolk, and his son, the lord admiral, earl of Surrey, and he accordingly took his seat in the house of peers, not as a duke's son, but according to his creation.

A peace being now concluded with France, the martial talents of the new earl of Surrey lay for some time unemployed. His father, the duke of Norfolk, was lord high treasurer, but at great variance with cardinal Wolsey; and as to the earl of Surrey, his animosity against him was so great, that we are told he one day drew his dagger on the haughty prelate. In 1519, the earl of Surrey was appointed lord deputy of Ireland. That kingdom was then in such disorder, and the Irish chiefs were so exceedingly turbulent, that this was a very troublesome post. The earl of Surrey, however, by his vigilance and activity, suppressed Desmond's rebellion, humbled the O'Neals and O'Carrolls, and without exercising severity, brought the affairs of Ireland into good order. He gained the affections of the people, and held a parliament at Dublin in 1521; after which he was recalled; but on his quitting the island, he left it in great tranquillity.

In 1522, king Henry again entered into a war with France; and having at the same time engaged in an alliance with the emperor Charles V. that prince, in consequence of this alliance, joined his naval force with that of England. The emperor's fleet consisted of one hundred and eighty sail; and the lord admiral, the earl of Surrey, by especial permission from king Henry, received the emperor's commission to be admiral also of the imperial fleet. With these united fleets, the earl of Surrey sailed to the coast of Normandy. He landed some of his troops at Cherburgh, ravaged all the adjacent country; after which, re-embarking his men, he returned to Portland. In a few days after, he again set sail, and landed a very great body of troops on the coast of Brittany. He attacked the town of Morlaix, took it by storm, and plundered it. He also burnt seventeen sail of French ships on the coast, and then returned, with a very rich booty, to Southampton. But he previously detached a squadron, under the command of vice-admiral Fitzham, with orders to continue cruising, and scouring the sea. On the earl of Surrey's arrival at South-

ampton, he found the emperor Charles there, ready to embark for Spain, he having been some time in England on a visit to king Henry. The lord admiral, therefore, took the emperor on board his ship, and safely conveyed him to the port of St Andero in Biscay.

In the fourteenth year of the reign of king Henry, the old duke of Norfolk, wearied with the fatigue of public business, resigned his office of lord treasurer, which the king conferred upon his son the earl of Surrey. He was also entrusted by the king with the army raised to invade Scotland, and in the station of general did considerable service against the duke of Albany. Before that nobleman's arrival in Scotland, he ravaged all Tweeddale and March with great severity. But a truce being concluded with the Scots in 1523, the earl returned home, and dismissed his troops.

During this period, Thomas duke of Norfolk, father to our earl of Surrey, died, in consequence of which the latter became duke of Norfolk. He was afterwards also constituted earl marshal of England; he attended king Henry into France, and was sent principal ambassador to the French king, when that monarch was proceeding to an interview with the pope. In the twenty-eight year of this reign, he assisted the earl of Shrewsbury in suppressing a formidable rebellion; and in 1542, he was again appointed to command an army against the Scots, in which expedition he acquitted himself with his usual ability and bravery.

Though the duke of Norfolk had, by many important services, proved himself to be an honest and able servant to the crown; yet the enemies of the Norfolk family found means to persuade the king, that the duke of Norfolk, and his son Henry earl of Surrey, had conspired to seize upon his person. and to engross the government into their own hands; and some private dissensions which at this time prevailed in the duke of Norfolk's family, contributed greatly to forward the designs of his enemies. His duchess, the daughter of Stafford duke of Buckingham, who had suffered in

this reign, had long suspected her husband of infidelity to her bed; and the duke, by his behaviour, we are told, seemed very indifferent about removing her jealousy. The duchess, therefore, desirous of revenge, gave information to the duke's enemies of whatever she could discover, either of his secrets or resentments. Elizabeth Holland also, a mistress of the duke's, was prevailed upon to give all the information she could, both against the father and the son, who hated her. There were misunderstandings also among other branches of the duke's family; and his enemies took advantage of these, to collect together whatever they could against him. But when they had done, the whole hardly amounted to the colour of an accusation. However, the duke of Norfolk, and his son the earl of Surrey, were both committed to the Tower. The evidence of the duchess of Norfolk against her husband amounted to little more than complaints of the duke's infidelity, and his using her ill. As to Mrs Holland, she deposed, that the duke had in confidence told her that he was hated by the king's council, many of whom were not born noblemen, and on account of his affection to the popish doctrine of the sacrament; that he had complained, that he was not in the cabinet council; and he said, that the king was now so corpulent and diseased, that he was let up and down stairs by an engine. She also declared, that the duke had said that his majesty was sickly, and could not hold out long; and that the realm was likely to be in an ill case through diversity of opinions: and that he had also said, that the king loved him not, because he was too much loved in his country; but that he would follow his father's lesson, which was, that the less others set by him, the more he would set by himself.

The duke of Norfolk was so closely confined, that he was obliged to petition the lords of the council to be allowed some books; for, said he, "unless I may have books to read here I fall a sleep, and after I awake again, I cannot sleep, nor did not this do-
"zen years." Nay, so little regard was paid to the

merits or dignity of the noble duke, that he was obliged to petition even for sheets ! He wrote a pathetic letter to the king, in which he pleaded his past services, and protested his innocence. But Henry was by no means pacified. The duke was at length prevailed upon, in hopes of appeasing Henry, to make a submission, and sign a confession ; in which, however, the greatest crime he acknowledged, was his having concealed the manner in which his son bore his coat armour. As to the earl of Surrey, he was brought to his trial, and, on very trivial pretences, condemned and executed. A bill of attainder against the duke of Norfolk was brought into the house of peers, where it passed without his being suffered to speak in his own defence, and was sent down to the commons. The king was now in a dangerous situation, and hastening fast towards his end ; and having harboured a notion, that the duke of Norfolk might disturb the tranquillity of his young successor, prince Edward, and fearing lest the duke should escape him, he sent a message to the commons, desiring them to hasten the bill. The commons accordingly complied, and passed the bill ; and the king, having given the royal assent to it by commissioners, issued orders for the execution of the duke on the morning of the 29th of January 1547. But the king himself expired early in the morning of the preceding day. The lieutenant of the Tower, therefore, deferred the execution of the warrant ; and it was not thought expedient by the council, to begin a new reign by the death of the greatest nobleman in the kingdom, who had been condemned by an unjust and tyrannical sentence.

After this narrow escape, the duke of Norfolk's life was some years prolonged : he was, however, continued in his confinement in the Tower, during the whole reign of king Edward VI. But on the accession of queen Mary he was set at liberty, and his attainder taken off. He soon after commanded a body of troops, which were sent to suppress the insurrection of sir Thomas Wyatt. But he died, in an advanced age, in the early part of queen Mary's reign.

He was a brave and experienced admiral, an able general, and a great statesman. But he was a great enemy to the reformation, and to all who promoted it. He was twice married ; first to the lady Anne, daughter of king Edward IV. by whom he had issue only one son, Thomas, who died young. His second wife was Elizabeth, daughter of Edward duke of Bluckingham, by whom he had issue two sons, Henry earl of Surrey, who was beheaded in his lifetime ; and another named Thomas, afterwards created viscount Howard of Bindon. He had also by the same lady one daughter, named Mary, who was married to Henry Fitzroy duke of Richmond, natural son to king Henry VIII.

ADMIRAL FITZWILLIAM.

WILLIAM FITZWILLIAM earl of Southampton, was the second son of sir Thomas Fitzwilliam of Aldwarke, in the country of York, knight. In 1510, he was appointed one of the esquires of the body to king Henry VIII. and in 1513 was one of the chief commanders in the fleet sent against France, when he was wounded by an arrow in attempting to destroy the French fleet at Brest. Soon after he attended king Henry at the siege of Tournay, and received the honour of knighthood for his gallant behaviour. In 1520, he was vice-admiral of England, and employed in guarding the Channel ; and in January 1521-2, put to sea, with a strong fleet of twenty-eight sail, and soon after assisted in the taking of Morlaix, in Brittany, and the burning of several villages, with the town of Marguison, which was newly built and fortified. In 1523, he was promoted to the rank of admiral, and dispatched with a strong fleet, in order to intercept John duke of Albany, regent of Scotland, whom the king of France was preparing to send into that kingdom, in order to invade England ; but missing him, he landed at Treport, in Normandy, and burnt the suburbs of that town, with several ships in the harbour, though there were but seven hundred English opposed by six thousand French. He was afterwards employed in several negotiations, was constituted knight of the garter, and chancellor of the duchy of Lancaster. He was at length made admiral of England, Wales, Ireland, Normandy, Gascony, and Aquitaine ; in 1537, created earl of Southampton ; and in 1539, was appointed lord privy-seal. He died in 1542. It is recorded of this great personage, that while he was admiral, there was not a serviceable man under him whose name he did not know, nor a week passed but he paid his ships, and not a prize was taken but his seamen shared in it as well as himself.

SIR JOHN HAWKINS.

SIR JOHN HAWKINS, a celebrated admiral in the reign of queen Elizabeth, was born at Plymouth in 1520. After learning the mathematics at school, and the practice of navigation from his father, who was himself an experienced sea-officer, he began when very young to undertake those expeditions which have rendered his name so famous. He was one of the first Englishmen who attempted the slave-trade to the coast of Guinea, to which, between the years 1562 and 1568, he made three voyages. In the defeat of the Spanish Armada, in 1588, this gentleman acted as rear-admiral, and had so considerable a share in it, that the queen rewarded him with the honour of knighthood, and the place of treasurer in the navy. About the year 1594, he set sail with sir Francis Drake, on an expedition against the Spanish West Indies; but being thwarted in his measures by his colleague, he was seized with a fit of melancholy, attended with a fever, which put a period to his life. He died on the 21st of November 1595, in sight of the island of Porto Rico.

CHARLES HOWARD.

CHARLES HOWARD, an able statesman, and experienced seaman, was the son of lord William Howard baron of Effingham, and was born in 1536. He served under his father, who was lord high-admiral of England, till the accession of queen Elizabeth, by whom he was sent, in 1559, into France, to compliment Charles IX. who had just ascended the throne. In 1568, he was appointed general of the horse, in the expedition made by the earl of Warwick against the earls of Northumberland and Westmoreland, and was very active in suppressing that rebellion. In 1569. he commanded a squadron of men of war, appointed to escort Anne of Austria, daughter to the emperor Maximilian, to the coast of Spain. In 1571, he was chosen knight of the shire for the county of Surrey, and in January 1573, he succeeded his father in his title and estate ; after which he successively became chamberlain of the household, and knight of the garter ; and in 1585, he was appointed lord high-admiral ; at that critical juncture, when the Spaniards were sending their Armada, in their opinion, to the certain conquest of this kingdom. When he received intelligence of the approach of the Spanish fleet, and saw of how much consequence it was to get out the few ships that were ready at Plymouth, he not only issued orders, but wrought also with his own hands, and the first night left the port with six ships ; and next morning, though he had only thirty sail, and those the smallest of the fleet, he attacked the Spanish navy, but first dispatched his brother-in law, sir Edward Hobby, to the queen, to desire her to make the proper disposition of her land-forces for the security of the coast, and to hasten as many ships as possible to his assistance. His valour was conspicuously displayed in his repeated attacks of a superior enemy ; the boldness of his temper was no less conspicuous ; and was owing to his magnanimity and prudence that victory was so great. The queen expressed her

sense of his merit in the most honourable terms, and granted him a pension for life. In 1596, he commanded in chief at sea, as the earl of Essex did by land, the forces sent against Spain, when his prudence and moderation were among the principal causes of the success of the English in that great and glorious enterprize; upon his return, therefore, the next year, he was advanced to the dignity of earl of Nottingham; and to this mark of favour the queen soon after added another, by making him justice-itinerant of all the forests south of Trent; but soon after, the earl of Essex obtaining the post of earl-marshal, which gave him precedence over the earl of Nottingham, his lordship resigned his white staff. It was not long before the queen recalled and restored him to her favour; and the next eminent service in which his lordship engaged was in 1599, when the Spaniards seemed to meditate a new invasion. Her majesty, who always placed her safety in being too expeditious for her enemies, drew together, in a fortnight's time, such a fleet and such an army, as took away all appearance of success from her foreign and domestic enemies; and she gave the earl the sole and supreme command of both the fleet and army, with the title of lord lieutenant-general of all England, an office unknown in succeeding times.

After the queen's death, he provided with all possible prudence for the peaceable introduction of James I. by causing an handsome squadron to be stationed in the Downs during the queen's illness. Upon the accession of king James, he not only retained his great office, but was chosen to officiate as lord high-treasurer at the coronation. Soon after he went ambassador to the court of Spain. He afterwards attended the lady Elizabeth when she was married to the elector Palatine, and, as lord admiral, escorted her with a squadron of the royal navy to Flushing. This was the last service he did his country in, that capacity; for, being old, and grown very infirm, he resigned his office, and spent the remainder of his life in retirement. He died the 14th of December 1624, in the eighty-seventh year of his age.

SIR FRANCIS DRAKE.

THIS naval commander was the son of Edmund Drake, a sailor, and born near Tavistock, in Devonshire, in 1545. He was the eldest of twelve sons, and was educated at the expence and under the care of his kinsman sir John Hawkins. At the age of eighteen, he was appointed purser of a ship trading to Biscay ; at twenty he made a voyage to Guinea ; and at twenty-two was promoted to be captain of the Judith. In that capacity he was in the harbour of St John de Ulloa, in the Gulph of Mexico, where he behaved with great gallantry under sir John Hawkins, when that eminent commander was so treacherously used by the Spaniards ; and he afterwards returned to England with great reputation, though exceedingly poor, having lost all that he had before acquired in this expedition.

Upon this he conceived a design of making reprisals on the king of Spain, whose subjects had undone him, and therefore he thought he was at liberty to take the best satisfaction he could on the subjects of the king of Spain. This doctrine was very much relished in England, and therefore he no sooner made his design public, than he had numbers of volunteers ready to accompany him. Accordingly he made his first expedition, in 1570, with two ships, and the next year with one only, in which he returned safe, though not with all the advantages that he expected ; but we have no particular account of these voyages, nor of any of his adventures.

Captain Drake soon after laid the plan of a design, more important with respect both to himself and to his enemies. This he put in execution on the 24th of May 1572 ; on which day he sailed from Plymouth, himself in a ship called the Pascha, of 70 tons, and his brother John Drake, in the Swan, of 35 tons burthen. In both vessels he had seventy-three men and boys, with provisions and necessaries for a year, together with sufficient artillery and ammunition ; and also three pinnaces, framed in such a manner, as to be joined

wherever he might have occasion for them. With these ships he hoped to repair the losses that he had sustained from the Spaniards in the West Indies. He had so prosperous a voyage, that on the 28th of June he was within sight of Guadaloupe; and sailing between that island and Dominica, towards the continent, he directed his course towards a bay, which in a former voyage he had called Port Pheasant. Here he arrived on the 12th of July, and having moored his ships, set the carpenters to work to frame the pinnaces. The next day there came into the same bay an English bark from the Isle of Wight, commanded by captain James Rawse, with a caraval, and a sloop with oars, which he had taken from the Spaniards. Rawse, who had several men on board that had sailed with Drake on a former voyage, being informed of his designs against the Spaniards, was willing to join with him; and Drake, upon certain conditions, admitted him.

Captain Drake departed from Port Pheasant on the 20th of July, and in three days came to the island of Pinnas. Here he found two frigates belonging to Nombre de Dios; and from the negroes who occupied them he got a particular account of the state of that town, which he had formed a resolution to attack. And having made every thing ready for the execution of his design, he left the command of the three ships and the caraval to captain Rawse, and chose himself to command the three pinnaces and Rawse's shallop, taking twenty of his men, and fifty-three of his own. On the 28th, he arrived at the island of Cattivas, where he landed: and having trained his men, he gave them several arms, which till then had not been unpacked, as follows: six targets, six fire-pikes, twelve pikes, four and twenty muskets and callivers, sixteen bows, and six partizans, with two drums and two trumpets.

The same afternoon they set sail for Nombre de Dios, and before sun-set reached Rio Francisco. Having come within two leagues of the point of the bay, they there rode at anchor till it was dark; then weighing anchor, and setting sail, they arrived at the town about six in the morning: at which time it happened that

a Spanish ship of sixty tons, laden with Canary wines which was but lately come into the bay, and had not yet furled her sprit-sail, seeing the four pinnaces, with an unusual number of oars, sent off her Gondaloe to gave intelligence to the town. But Drake, getting between her and the place, forced her to go to the other side of the bay. He and his men then landed without any opposition, though they found a gunner upon the platform, in the very place where they landed, which was a sandy bay, not above twenty yards from the houses. There they found six large brass cannon, mounted upon their carriages, which they immediately dismounted: but the gunner escaping, the town took alarm, which they perceived not only by the noise and cries of the people, but by the bell ringing, and the drums beating up and down the town. Drake had left twelve men to take care of the pinnaces, that in case of any miscarriage he might be secure of a retreat. Having secured the platform before he entered the town, he thought fit to view the mount on the east side of the town, where he was informed the year before they had intended to plant some cannon. However, Drake found no cannon there; and thereupon ordered his brother, with John Oxenham, to go round behind the king's treasure-house, and enter near the east end of the market-place: whilst he, with the rest, marched with sound of drum and trumpet up the broad street which led to it.

He divided equally between the two companies the fire pikes, which served as well to terrify the enemy, as to give light to his own men. The inhabitants stood amazed at so strange a sight; and hearing the sound of drums and trumpets in more than one place, imagined their enemies to be far more numerous than they were. By this time, some soldiers who were in the city, and some of the inhabitants, had put themselves in arms at one end of the market-place, near the governor's house, and not far from the gate of the town. Upon Drake's approaching them with his company, they discharged a volley of shot. The English having returned it, as well with their fire-arms as their arrows

came immediately to a close fight, and did great execution with their pikes, swords, and the but-ends of their muskets. And captain Drake's brother coming at the instant with the other company, the Spaniards threw down their weapons, and fled out of the town.

The English pursued them to the gate, and then turning, took their stand towards the middle of the market-place. And Drake having taken two or three guards in their flight, he ordered them to shew him the governor's house, where he was informed the treasure that came from Panama was deposited. Accordingly he and his men being led thither, they found a great door open, a candle upon the stairs, and a fine horse standing ready saddled. By means of the light, they saw a prodigious heap of silver in the lower room, and a pile of bars, as near as they could guess, seven feet in length, ten in breadth, and twelve in height. Each of the bars, which were thus piled up against the wall, was about thirty or forty pounds weight. Drake gave strict orders that none should touch a bar of silver, nor stand to their arms; because the town was still full of people, and there was in the king's treasure-house, near the water-side, more gold and jewels than their pinnaces could carry.

They were no sooner returned to their arms, than report was brought by some of their men that their pinnaces were in danger of being taken; and that if they did not get on board before day-light, they would be overpowered by multitudes of soldiers and towns-

Drake immediately sent his brother, with Oxenham, to enquire what had occasioned this. And they found the men who were left to guard the pinnaces very much disheartened, because they had seen great bodies of men running up and down, and with lighted matches, and some armed with different kinds of weapons.

At this instant a violent shower of rain fell, attended with thunder and lightening; so that before they could shelter under a pent-house, at the west end of the treasure-house, some of their bowstrings were broken, and their match and powder damaged. During

his interval, which was about half an hour, some of the men began to murmur, and express their discontent at the dangerous situation into which Drake had brought them. He being made acquainted with this, told them that he had led them to the mouth of the treasure of the world, which if by their cowardice they went away without, they could only blame themselves.

As soon as the fury of the storm was in some measure abated, he being unwilling to give his men time to raise difficulties, and the enemy an opportunity of assembling together, he ordered his brother and John Oxenham, with their company, to break open the king's treasure-house, while he with his company secured the market-place, till their business was done. But in the instant, while he was distributing orders, captain Drake's strength, sight, and spirit failed him, and he fainted with the loss of a large quantity of blood, by a wound in his leg, which he had received at the beginning of the action, but which he had till then concealed, to prevent his men from becoming disheartened.

When he was somewhat recovered his company used all the persuasions they could, to induce him to go on board to have his wound dressed, promising to return with him again, and pursue their design. But he having his scarf tied about his wound, and being sensible, that if they now lost ground, it would be vain to return to the charge, persisted in endeavouring to accomplish what they had so happily begun. However, the majority of his men uniting against his resolution, they carried him almost by force on board the pinnace, and put off from the shore with the booty they had already obtained. Thus they abandoned the richest spoil, says Mr Lediard, that ever raised the expectation of such adventures; being, as they were afterwards informed, three hundred and sixty tons silver, and a far greater value in gold, which was in iron chests in the king's treasure-house.

It was about break of day, on the 29th of July when they embarked, having several men, besides captain Drake, wounded; but none killed, except:

one of their trumpeters. Before they left the haven, to comfort themselves under their disappointment, they took, after some resistance, the ship laden with wine which we have already mentioned, and carried her off with them to the island of Bestimentes, about a league from Nombre de Dios, where they refreshed themselves two days, and then returned to their ships at the island of Pinas. Holding there a consultation with captain Rawse about what was best to be done in the present situation of affairs, the latter raised several difficulties, and thinking it was no longer safe to continue on that coast, now they were discovered, was for departing. Drake readily consented that Rawse should depart, which he accordingly did; but as to his own part, he was so chagrined at the disappointment he had met with, that he resolved, at all events, to attempt some other exploit, which he hoped would prove more successful.

Drake now departed with his two ships and three pinnaces for Carthagena, where he arrived on the 13th of August. And the same day he captured two Spanish ships, one of which was two hundred and forty tons. The next morning he took two frigates more; and on the 15th he thought fit to burn one of his own ships, that he might have the more men to spare to man his pinnaces.

Drake continued a considerable time longer in these seas, and made himself master of many Spanish vessels. In his return, he unexpectedly met with fifty mules laden with plate, of which he and his men carried off as much as they could, and buried the rest. In these expeditions he was much assisted by a nation of Indians, who were engaged in war with the Spaniards. The prince or captain of these people was named Pedro, to whom captain Drake presented a fine cutlass which he wore, and for which he saw the Indian had great desire. Pedro, in return, gave him four large wedges of gold, which Drake threw into the common stock, with this remarkable expression, that "he thought it but just, that such as bore the charge of so uncertain a voyage on his credit, should share

“ the utmost advantages the voyage produced.” Then embarking his men, with all the wealth he had obtained, which was very considerable, he bore away for England, and was so fortunate as to sail in twenty-three days from Cape Florida to the isles of Scilly, and thence to Plymouth, where he arrived on the 9th of August 1573.

Captain Drake's success in this expedition, together with his honourable behaviour towards his owners, gained him a high reputation, and the use he made of his riches a still greater: for fitting out three stout frigates at his own expence, he sailed with them to Ireland, where, under Walter earl of Essex, he served as a volunteer, and performed many glorious actions. After the death of his noble patron, he returned to England, where sir Christopher Hatton, who was then vice-chamberlain to queen Elizabeth, privy counsellor, and a great favourite, took him under his protection, introduced him to her majesty, and procured him her countenance. By these means he acquired a capacity of undertaking that grand expedition which will render his name immortal. The plan he first proposed was, a voyage into the South Seas through the Streights of Magellan, which no Englishman had ever hitherto attempted. This project was well received at court, and in a short time Drake saw himself at the height of his wishes; for in his former voyage, having had a distant prospect of the South Seas, he put up an ardent prayer to God, that he might sail an English ship in them, which he now found an opportunity of attempting; the queen's permission furnishing him with the means, and his own fame quickly drawing to him a sufficient force.

The fleet with which he sailed on this extraordinary undertaking, consisted of the following ships; the Pelican, commanded by himself, of the burthen of 100 tons; the Elizabeth, vice-admiral, 80 tons, under captain John Winter; the Marygold, a bark of 30 tons, commanded by captain John Thomas; the Swan, a flyboat of 50 tons, under captain John Chester; and the Christopher, a pinnace of 15 tons, under cap-

in Thomas Moon. In this fleet were embarked one hundred and sixty-four able men; and the ships were plentifully furnished with all kinds of provisions and necessaries for so long and dangerous a voyage.

On the 15th of November 1577, about three in the afternoon, Drake sailed from Plymouth; but a violent storm arising as soon as he was out of port, forced him, in a very bad condition, into Falmouth to refit; which having expeditiously performed, he again put to sea on the 13th of December following. On the twenty-fifth of the same month, he fell in with the coast of Barbary, and on the 29th with Cape Verd. On the 13th of March he passed the equinoctial; on the 5th of April he made the coast of Brazil, and entered the river de la Plata, where he lost the company of his ships; but meeting them again, and having taken out of them the provisions on board, he left them a-drift.

On the 29th of May, he entered the port of St Julian, where he continued two months, for the sake of getting in provisions. And here it was, that on a sudden having carried the principal persons engaged in his service to a desert island lying in the bay, he called a kind of council of war, or rather court-martial, where he exposed his commission, by which the king had granted him the power of life and death, which he delivered him with this remarkable expression in his own mouth: "We do account that he, Drake, who strikes at thee, does strike at us." He then went on with great eloquence the cause of this assembly; for though his education had been but indifferent, he was an excellent speaker.

Drake departed from St Julian on the 17th of August, and on the 20th entered the Streights of Magel-

After a difficult navigation of sixteen days, he came out, on the 6th of September, into the great South Sea. But here he met with such tempestuous weather, that he was forced back to the westward about a hundred leagues; and one of his ships, the Golden Hind, captain Thomas, was lost. Near the 57th degree of south latitude, he entered a bay, where he

found a naked people ranging from one island to another, in canoes, to seek provisions. Sailing northward from thence, on the 3d of October, he found three islands, in one of which was an extraordinary number of birds. On the 8th, he lost another of his ships, the *Elizabeth*, commanded by captain John Winter, which returned through the Straights, and arrived safe in England on the 2d of June of the year following, being the first ship that ever came back that way.

Drake had now only his own ship, which in the South Seas he named the *Hind*; and proceeding along the coast of Chili, he came to an island called *Moucha*; where he had intelligence from an Indian, that a large Spanish ship lay loaden at *Val Paraiso*, of which he immediately sailed in search. The Spaniards on board, who supposed the English to be some of their own countrymen, beat their drums, and received them with testimonies of great joy. But the English, clapping them on board, immediately thrust them under the hatches, and possessed themselves of the ship; in which, according to some of our naval historians, were found four hundred pounds weight of *Baldivian* gold. Drake put the Spaniards on shore, but carried away the master with the ship.

He then plundered a neighbouring town, and afterwards landed at *Tarapasa*, or *Tarapaxa*, where finding a Spaniard asleep upon the shore, with thirteen bars of silver by him, to the value of four thousand Spanish ducats, Drake caused them to be carried off, without so much as waking the man. Then entering the port of *Arica*, he found there three ships with not a man on board them; in which were, besides other merchandize, fifty-seven wedges of silver, each weighing twenty pounds. Hence he proceeded to *Lima*, the capital of *Peru*, where he seized twelve ships, and in them great quantities of silk, with a chest full of coined money; but they had not, we are told, so much as a boy on board any of them; so great was the security of the Spaniards on these coasts, where, on account of their great distance and remote-

ness from Europe, they feared no enemies ; nor indeed had ever any one but Magellan, before Drake, navigated those seas, except the Spaniards themselves, who built there all the ships they employed in those parts.

Having set these ships a-drift, he, with all the sail he could make, gave chase to the *Cacofogo*, a very rich ship, which he understood had lately sailed from thence for Panama, and by the way met with a brigantine, out of which he took eighty pounds weight of gold, a crucifix of the same metal, some emeralds of a finger's length, and some cordage. In a few days after, he came up with the *Cacofogo*, and shooting her fore-mast by the board, presently made himself master of her ; wherein, besides pearls and precious stones, he took eighty pounds weight of gold, thirteen chests full of silver coined, and a great quantity of other silver. And having removed all this into his own ship, he let the *Cacofogo* go.

Drake, continuing his course to the northward, sailed along the coast of Mexico, and landing at Aguatulco, sacked that town ; and having now made more than sufficient reprisals on the Spaniards for his former losses, he began to think of returning to England, to which he boldly attempted to find a passage by North America, sailing to the latitude of forty-two degrees on that coast ; but then meeting with nothing but severity of cold, and open shores covered with snow, he came back into the latitude of thirty-eight, and there putting into a convenient harbour in the north parts of California, met with a very kind reception from the Indians, who by many significant tokens offered, we are told, to make him their king. To this country Drake thought fit to give the name of *NEW ALBION* ; and raising a pillar, put an inscription thereon, containing the name of queen Elizabeth, the date of the year, and the time of his arrival there, and under it some of the queen's coin.

Leaving this coast, he made sail to the westward, and at length arriving at the Moluccas, he was kindly entertained by the king of Ternate, one of those

islands; from whence departing, he prosecuted his voyage through those dangerous seas; but his ship striking upon a rock, stuck fast for seven-and-twenty hours, which put all his men in despair; but when they had lightened the ship, by throwing over-board eight of her guns, and some merchandize, a brisk gale of wind fortunately took her in the quarter, and heaved her off. Then touching at Java, where he received great civility from one of the kings of the island, he continued his course from the Cape of Good Hope, and thence to Rio Grande in Negroland; where taking in water, he made the best of his way for England; and at length, on the 25th of September 1580, he arrived happily at Plymouth, having, in less than three years, sailed round the globe, to the great admiration of all ranks of people.

On the 4th of April 1581, queen Elizabeth going to Deptford, went on board captain Drake's ship, where she dined, and afterwards conferred on him the honour of knighthood, and declared her absolute approbation of all that he had done. Her majesty likewise gave directions for the preservation of his ship, that it might remain a monument of his own and his country's glory.

In 1585, sir Francis Drake, who was now made an admiral, was sent on an expedition against the Spaniards to the West Indies, with a fleet of one-and-twenty sail, having above two thousand soldiers on board, under the command of sir Christopher Carlisle. Taking the Cape Verd islands in their way, they landed at the island of St Jago, and surprising the chief town of the same name, sacked the place, and carried off a considerable booty. From thence proceeding to Hispaniola, they made themselves masters of the town of St Domingo, the inhabitants whereof having redeemed it from being burnt with five-and-twenty thousand ducats, the fleet sailed over to Carthagena, which, after a short defence, was also taken by storm, and ransomed for an hundred and ten thousand ducats, which were shared among the seamen and soldiers. The admiral then setting sail for England, passed between

Cuba and Jucatan; and going along the coast of Florida seized and burnt St Anthony's and St Helen's, two small towns that the Spaniards had abandoned; whence continuing his course along the shore, he came to Virginia, then an infant colony, lately settled by sir Walter Raleigh. But the planters being reduced to a small number, and distressed for want of provisions, sir Francis, at their earnest request, took them on board, with their governor, Ralph Lane, and brought them home. Thus concluded this expedition, the booty taken from the enemy being valued at three-score thousand pounds, besides two hundred pieces of brass and iron cannon; but with the loss of seven hundred men, who all, or most of them, died of the adventure.

In 1587, sir Francis was sent out with a squadron to cruise against the Spaniards, and particularly with a view to interrupt the preparations they were making to invade England, and to destroy, if possible, the Spanish shipping, ammunition, and provisions, in their own ports. On the 19th of April, he arrived in the bay of Cadiz, where he was opposed by twelve Spanish gallies, of which he sunk two, and forced the others to retire under the castles. He then, under a dreadful fire from the forts and batteries, burnt one ship, of 1500 tons, and another of 1200, and thirty-one more from 1000 to 200 tons, besides carrying away four ships laden with provisions, designed for the expedition against England. Drake afterwards demolished several forts on the coast of Spain, without the least molestation from their admirals, whom he insulted in their harbours; from whence he set sail for the Azores islands, where he took the Don Pedro, a valuable ship.

In 1588, sir Francis signalled himself in the defence of his country against the Spanish Armada, being appointed vice-admiral under the lord high-admiral Howard. And here his good fortune attended him as remarkably as ever; for he made a prize of a large galleon, commanded by Don Pedro de Valdez, who yielded on the bare mention of his name. In

this vessel he found fifty thousand ducats, which he generously distributed among the seamen and soldiers. It must not, however, be concealed, that, through an oversight of his, the lord admiral ran the utmost hazard of being taken by the enemy; for Drake being appointed, the first night of the engagement, to carry lights for the direction of the English fleet, he being in full pursuit of some hulks belonging to the Hanse Towns, neglected it; which occasioned the lord-admiral's following the Spanish lights, and remaining almost in the centre of their fleet till morning. However, Drake's succeeding services sufficiently effaced the memory of this mistake, the greatest execution done on the flying Spaniards being performed by the squadron under his command.

In 1569, sir Francis commanded, as admiral at sea, the fleet sent to restore Don Antonio king of Portugal, the command of the land forces being given to sir John Norris. They were but just at sea, before the commanders differed; though it is on all hands agreed, that there never was an admiral better disposed with respect to soldiers than sir Francis Drake. The ground of their difference was this: the general was bent on landing at the Groyne, whereas sir Francis and the sea-officers were for sailing to Lisbon directly; in which, if their advice had been taken, there is little reason to doubt but that their enterprize would have succeeded, and Don Antonio been restored. For it afterwards appeared, on their invading Portugal, that the enemy had made use of the time they gave them to so good a purpose, that it was not possible to make any impression. Sir John Norris, indeed, marched by land to Lisbon, and sir Francis Drake, very imprudently, promised to sail up the river with his whole fleet; but when he saw the consequences which would have attended the keeping his word, he chose rather to break his promise than to hazard the queen's navy; for which he was grievously reproached by Norris; and the miscarriage of the whole affair was imputed to his failure of performing what he had undertaken. Yet sir Francis fully justified

fied himself on his return ; for he made it manifest to the queen and council, that all the service that was done was performed by him ; and that his sailing up the river of Lisbon would have signified nothing to the taking the castle, which was two miles off ; and that, without reducing it, the town could never be taken.

Sir Francis Drake's next service was the fatal expedition against the Spanish West Indies, in 1595, in conjunction with sir John Hawkins. The next day after the death of Hawkins, Drake made a desperate attack on the shipping in the harbour of Porto Rico. This was performed with all the courage imaginable, and with great loss to the Spaniards, but with little advantage to the English, who, meeting with a more resolute resistance and much better fortifications than they expected, were obliged to sheer off. Admiral Drake then steered up for the main, where he took the town of Rio de la Hacha, which he burnt to the ground, a church, and a house belonging to a lady, only excepted. After this he destroyed some other villages, and then proceeded to Santa Martha, which he likewise burnt. He also made himself master of the famous town of Nombre de Dios, which he destroyed likewise, with all the shipping there, after a short resistance from the Spaniards. Sir Thomas Baskerville, who commanded the land-forces, then marched with seven hundred and fifty men towards Panama, but returned soon after, finding the design of taking that place absolutely impracticable. This disappointment greatly chagrined sir Francis Drake. However, he then resolved to proceed towards the island of Escudo, and from thence to Porto Bello ; but before he could carry his design into execution, he was seized with a bloody flux, which carried him off on the 28th of January 1595-6, in the fifty-first year of his age.

Thus ended the life of sir Francis Drake ; one of the most able, active, and courageous seamen, that England ever produced. He was of a low stature, but had a broad open chest, a very round head, his hair of a fine brown, his beard full and comely, his

eyes large and clear, of a fair complexion, with a fresh, cheerful, and very engaging countenance. As navigation had been his whole study, so he understood it thoroughly, and was a perfect master in every branch, especially in astronomy, and in the application of it in the nautical art. His enemies alleged that he was of an ostentatious temper, self-sufficient, and an immoderate speaker. But it is acknowledged, that he spoke with much gracefulness, propriety, and eloquence : and it appears that he always encouraged and preferred merit wheresoever he found it, and was affable and easy of access. He was prone to anger, and too fond of flattery ; but he was a steady friend, and extremely generous. His voyage round the world will ever remain an incontestible proof of his courage, fortitude, public spirit, and capacity. He had the felicity to be always a favourite with queen Elizabeth ; and she gave a remarkable proof of it in regard to a quarrel between him and his countryman, sir Bernard Drake, whose arms sir Francis had assumed ; which provoked the other, who was a seaman likewise, he gave him a box on the ear. Upon this, the queen took up the quarrel, and gave sir Francis a new coat of arms, which is thus emblazoned : SABLE A FESS WAVY between two pole stars argent ; and for his crest, a ship on a globe under ruff, held by a cable, with a flag flying out of the clouds ; over it this motto, " AUXILIO DIVINO ; " underneath, " SIC PARVIS, MAGNA ; " in the rigging is hung up by the heels a wivern gull, which was the arms of sir Bernard Drake.

Sir Francis Drake died without issue, but he left behind him a widow, Elizabeth, daughter and sole heiress of sir George Sydenham of Combe Sydenham, in the county of Devon, knight, who afterwards married William Courtenay, esq. of Powderham castle, in the same county. Our brave admiral was elected Burgess for the town of Bossiney, or Tintagal, in the county of Cornwall, in the parliament held in the ninth year of queen Elizabeth ; and for the county of Devonshire, in the thirty-fifth

ADMIRAL FENTON.

THIS gentleman was an experienced seaman and gallant officer, in the reign of queen Elizabeth, and was descended from an ancient family in Nottinghamshire. He served for some time with great reputation in Ireland; and afterwards accompanied sir Martin Frobisher in two voyages for the discovery of the north-west passage, in 1577 and 1578, in the last of which he commanded the *Judith*, and had the title of rear-admiral. In 1582 he sailed with three stout ships and a bark to discover that passage by the way of the South Seas, but upon receiving information that the king of Spain had intelligence of his plan, and had sent a strong fleet into the streights of Magellan to intercept him, he put into a Portuguese settlement to careen, where he met with three of the Spanish squadron, one of which was the vice-admiral, which he sunk, after a very brisk engagement, and then returned home. He died in 1603, and was buried at Deptford, where an handsome monument was erected to his memory.

SIR MARTIN FROBISHER.

SIR MARTIN FROBISHER was born near Doncaster, in Yorkshire, and was from his youth early educated in a manner suitable to the profession which he afterwards embraced. He was the first Englishman who attempted to find a north-west passage to China; and in 1576, he sailed with two barks and a pinnace, in order to attempt that passage; in this voyage he discovered a cape, to which he gave the name of queen Elizabeth's Foreland, and the next day discovered a streight to which he gave his own name. This voyage proving unsuccessful, he attempted the same passage in 1577, but discovering some ore in an island, and his commission directing him in this voyage only to search for ore, and to leave the farther discovery of the north-west to another time, he returned to England. The gold ore he brought having the appearance of great riches and profit, and the hopes of a north-west passage to China being greatly increased by the second voyage, Queen Elizabeth sent a fleet, with one hundred adventurers, who willingly offered to stay in that cold and desert country all the year round, forty of whom were mariners, for the use of the ships, thirty miners to dig the ore, and thirty soldiers to guard the whole company; in which last number were included the refiners, bakers, carpenters, and other useful persons. He sailed with fifteen ships, twelve of which were to return at the end of summer with a cargo of gold ore; but being obstructed by the ice, and driven out to sea by a violent storm, they, after encountering many difficulties, returned home, without making any settlement, but brought a large quantity of ore. He afterwards commanded the *Aid* in sir Francis Drake's expedition to the West Indies, in which St Domingo in Hispaniola, Carthagena and Santa Justina in Florida, were taken and sacked. In 1588, he bravely exerted himself in defence of his country against the Spanish Armada, when he commanded the *Triumph*, one of the largest ships in that

service ; and as a reward for his distinguished bravery, received the honour of knighthood from the lord high-admiral at sea. He afterwards commanded a squadron, which was ordered to cruize on the Spanish coast, and, in 1592, took two valuable ships and a rich carrac. In 1594, he was sent to the assistance of Henry IV. king of France, against a body of the Leaguers and Spaniards, who had strongly fortified themselves at Croyzon near Brest ; but in an assault upon that fort, on the 7th of November, sir Martin was unfortunately wounded with a ball in the hip or side, of which he died soon after the fleet arrived at Plymouth, and was buried there.

ADMIRAL BLAKE.

ROBERT BLAKE, one of the bravest and most successful admirals that this or any other nation has ever produced, was born at Bridgewater, in Somersetshire, in August 1598, his father being a merchant of that place, who had acquired a considerable fortune by the Spanish trade. Of his early years we have no other account, than that, during his father's lifetime, he was educated at a free school in Bridgewater. In 1615, he was admitted into the university of Oxford, where he continued till 1623, and took the degree of bachelor of arts, though without being much countenanced or caressed by his superiors.

During Blake's residence in the university, he sufficiently displayed his temper, which in reality was that of a humourist, usually grave, and in appearance morose; but inclined in an evening, when in the company of particular friends, to be very cheerful, though still with a tincture of severity. After leaving Oxford, he retired to his native place, where he lived without any ambition to be a greater man than he was; but inveighed with great freedom against the licence of the times, and the power of the court. In 1640 he was chosen burgess for Bridgewater by the Puritan party, to whom he had recommended himself by his disapprobation of bishop Laud's violence and severity, and his non-compliance with those new ceremonies which that prelate was then endeavouring to introduce.

When the civil war broke out, Blake, in conformity with his avowed principles, declared for the parliament; and, thinking a bare declaration for right not to be all the duty required of a good man, raised a troop of dragoons for his party, and appeared in the field with great intrepidity.

In 1645, he was governor of Taunton, when lord Goring came before it with an army of ten thousand men. The town was ill fortified, and unsupplied with

most every thing necessary for supporting a siege. The state of this garrison encouraged colonel Wyndham, who was acquainted with Blake, to propose a capitulation, which was rejected by Blake with indignation and contempt. Nor were either menaces or persuasion of any effect; for he maintained the place, under all its disadvantages, till the siege was raised by the parliament's army. And for his gallant behaviour on this occasion, the parliament ordered Blake a present of five hundred pounds.

He continued, on many other occasions, to give proofs of an insuperable courage, and a steadiness of resolution not to be shaken; and, as a proof of his adherence to the parliament, joined with the borough of Taunton, in returning thanks for their resolution to make no more addresses to the king. Yet he is said to have been so far from approving the death of Charles I. as to make no scruple of declaring, that he would venture his life to save him, as willingly as he had done to serve the parliament. Whatever there may be in this, it is certain that he continued to act in the service of the parliament with great bravery and zeal.

In 1649, he was appointed a commissioner of the navy. He was soon after sent in pursuit of prince Rupert, whom he shut up in the harbour of Kinsale Ireland for several months, till want of provisions, and despair of relief, excited the prince to make a long effort for his escape, by forcing through the parliament's fleet. This design he executed with great rapidity, and succeeded in it, though with the loss of the ships. He was pursued by Blake to the coast of Portugal, where Rupert was received into the gulf, and treated with great distinction by the Portuguese.

Blake coming to the mouth of that river, sent a messenger to the king, to inform him, that the fleet in this port belonged to the public enemy of the commonwealth of England, and demanded leave to attack it. This being refused, though in very soft terms, he accompanied with declarations of esteem, and a

present of provisions, so exasperated the admiral, that without any hesitation, he fell upon the Portuguese fleet, then returning from Brazil, of which he took seventeen ships, and burnt three. It was to no purpose that the king of Portugal, alarmed at so unexpected a destruction, ordered prince Rupert to attack them, and re-take the Brazil ships: for Blake carried home his prizes without molestation, the prince not having force sufficient to pursue him.

Blake soon supplied his fleet with provisions, and received orders to make reprisals upon the French, who had suffered their privateers to molest the English trade; an injury which, in those days, was always immediately resented, and, if not repaired, certainly punished. Sailing with this commission, he took in his way a French man of war, which is said to have been worth a million. Then following prince Rupert, whose fleet was now reduced to five ships, into Carthage, he demanded leave of the Spanish governor to attack him in the harbour; but received the same answer which had been returned by the Portuguese, that they had a right to protect all ships that came into their dominions; that if the admiral had been forced in thither, he should find the same security; and that he required him not to violate the peace of a neutral port. Blake withdrew upon this answer into the Mediterranean: and Rupert then leaving Carthage, entered the port of Malaga, where he burnt and sunk several English merchant ships. Blake judging this to be an infringement of the neutrality professed by the Spaniards, now made no scruple to attack Rupert's fleet in the harbour of Malaga; and having destroyed three of his ships, obliged him to quit the sea, and take refuge at the Spanish court.

In 1651 Blake, still continuing to cruize in the Mediterranean, met with a French ship of considerable force, and commanded the captain to come on board, there being no war declared between the two nations. The captain, when he came, was asked by him, "Whether he was willing to lay down his sword, and yield?" which he gallantly refused, though in his

enemy's power. Blake, scorning to take advantage of an artifice, and detesting the appearance of treachery, told him, "that he was at liberty to go back to his ship, and defend it as long as he was able." The captain willingly accepted his offer, and after a fight of two hours, confessed himself conquered, kissed his sword, and surrendered it. This ship, with four more, Blake sent into England; and not long after, arriving at Plymouth with his squadron, he there received the thanks of the parliament for his vigilance and valour in his station, and was constituted one of the lord-wardens of the Cinque Ports, as an additional mark of their esteem and confidence.

In 1652, Blake was constituted sole admiral, when he defeated the Dutch fleet commanded by Van Tromp, Ruyter, and De Wit, in three several engagements, in which the Dutch lost eleven men of war, thirty merchant ships, and, according to their own accounts, had fifteen thousand men slain. Soon after, Blake and his colleagues, with a grand squadron of an hundred sail, stood over to the Dutch coast, and forced their fleet to fly for shelter into the Texel, where they were kept for some time by Monk and Dean, while Blake sailed northward. At last, however, Tromp got out, and drew together a fleet of an hundred and twenty men of war; and, on the 3d of June, the generals Dean and Monk came to an engagement with the enemy off the North Foreland, with indifferent success; but the next day Blake coming to their assistance with eighteen ships, gained a complete victory; so that if the Dutch had not saved themselves on Calais sands, their whole fleet had been sunk or taken.

In November 1654, Cromwell sent him with a strong fleet into the Mediterranean, with orders to support the honour of the English flag, and procure satisfaction for any injuries that might have been done to our merchants. In the beginning of December, Blake arrived at the road of Cadiz, where he was treated with all imaginable respect. A Dutch admiral

would not hoist his flag while he was there : and his name was now grown so formidable, that a French squadron having stopped one of his tenders, which had been separated from him in a storm, the admiral, as soon as he knew to whom it belonged, sent for the captain on board, and drank Blake's health before him with great ceremony, under a discharge of five guns, and then dismissed him. The Algerines were so much afraid of him, that, stopping the Sallee rovers, they obliged them to deliver up what English prisoners they had on board, and then sent them freely to Blake, in order to purchase his favour. This, however, did not prevent his coming, on the 10th of March, before Algiers, and sending an officer on shore to the Dey, to demand satisfaction for the piracies committed on the English, and the release of all the English captives. The Dey, in his answer, alleged, that the ships and captives belonged to the private men, and therefore he could not restore them without offending all his subjects, but that he might easily redeem them ; and if he thought proper, they would conclude a peace with him, and for the future offer no acts of hostility to the English ; and having accompanied this answer with a large present of fresh provisions, Blake left Algiers, and sailed on the same errand to Tunis ; the Dey of which place not only refused to comply with his request, but denied him the liberty of taking in fresh water. " Here, said he, are " our castles of Goletta and Porto Ferino ; do your " worst ; do you think we fear your fleet ? " Blake, at hearing this, began, as his custom was when highly provoked, to curl his whiskers, and, after a short consultation with his officers, bore into the bay of Porto Ferino with his great ships and their seconds, and coming within musquet-shot of the castle and the line, fired on both so warmly, that in two hours the castle was rendered defenceless, and the guns on the works along the shore were dismounted, though sixty of them played at a time on the English. Blake found nine ships in the road, and ordered every captain to

man his long-boat with choice men, to enter the harbour, and fire the Tuniseens, which they happily effected, with the loss of twenty-five men killed and forty-eight wounded, while he and his men covered them from the castle, by playing continually with their great guns. This daring action spread the terror of his name through Africa and Asia. From Tunis he sailed to Tripoli, caused the English slaves to be set at liberty, and concluded a peace with that government. Thence returning to Tunis, the Tuniseens implored his mercy, and begged him to grant them peace, which he did upon terms highly advantageous to England. He next sailed to Malta, and obliged the knights to restore the effects taken by their privateers from the English; and by these great exploits, so raised the glory of the English name, that most of the princes and states in Italy thought fit to pay their compliments to the protector, by sending solemn embassies to him.

He passed the next winter either in lying before Cadiz, or in cruising up and down the Streights, and was at his station, at the mouth of that harbour, when he received information, that the Spanish plate fleet had put into the bay of Santa Cruz, in the island of Teneriffe; on which he weighed anchor, with twenty-five men of war, on the 13th of April 1675, and on the 20th, rode with his ships off the bay of Santa Cruz, where he saw sixteen Spanish ships lying in the form of a half-moon. Near the mouth of the haven stood a castle, furnished with great ordnance, besides which there were seven forts round the bay, with six, four, and three guns on each, joined to each other by a line of communication, mounted with musqueteers. Don Diego Diaques, general of the Spanish fleet, caused all the vessels to be moored close along-side of the six large galleons that were lying at anchor, with their broadsides towards the sea. Blake having prepared for the fight, a squadron of ships was drawn out to make the first onset, commanded by captain Stayer in the *Speaker* frigate, who no sooner received orders, than he sailed into the bay, and attacked the Spa-

nish fleet, without the least regard to the
 spent their shot prodigally upon them.
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ADMIRAL BLAKE.

ish fleet, without the least regard to the forts, which spent their shot prodigally upon them. No sooner were these entered into the bay, but Blake following after, placed several ships to pour broadsides into the eastle and forts; and these played their parts so well, that, after some time, the Spaniards found their forts too hot to be held. In the mean time, Blake struck in with Stayner, and bravely fought the Spanish ships, out of which the enemy were beat by two o'clock in the afternoon, when Blake, finding it impossible to carry them away, ordered his men to set them on fire, which they did so effectually, that they were all reduced to ashes, except two, which he sunk immediately. The English who thus gained a complete victory, were reduced to another difficulty by the wind, which blew so strong into the bay, that they despaired of getting out; but while they were in this dreadful exigence, it suddenly veered about to the south-west, (a thing not known in many years before), which brought Blake and his fleet safe to sea again, though the Spaniards from the castle played their great guns perpetually upon them as they passed by. This is allowed to have been one of the most remarkable actions that ever happened at sea; and the earl of Clarendon observes, that it was so miraculous, that all men who knew the place, wondered that any sober man, with whatsoever courage endued, should undertake it.

Blake returned, after this glorious action, to the coast of Spain, where he cruized for some time off the harbour of Cadiz; but perceiving that his ships were become foul, and being seized with a dangerous disorder, he resolved to sail to England. His distemper was a complication of scurvy, brought upon him by being for three years together at sea, and wanting all that time the conveniencies requisite for the cure of his disease. In his passage home it increased upon him, and he became so sensible of his approaching end, that he frequently enquired for land, a mark of his affection for his native soil, which, however, he did not live to see, dying as his ship, the *St George*, entered Plymouth-sound, on the 17th of August 1657,

at about fifty-nine years of age. His body was the next day embalmed, and wrapped in lead, his bowels taken out, and buried in the great church at Plymouth, and his corpse, by order of the protector, conveyed by water to Greenwich-house; from whence he resolved to have it carried in great pomp to Westminster-abbey, and there interred with the utmost solemnity, as the last mark of respect that could be paid to this heroic commander.

On the 4th of September, after the corpse had lain several days in state, it was carried from Greenwich in a magnificent barge, covered with velvet, adorned with escutcheons and pendants, accompanied by his brothers, remote relations, and their servants in mourning, by Oliver's privy council, the commissioners of the admiralty and navy, and the lord mayor and aldermen of the city of London, the field officers of the army, and many other persons of honour and quality, in a great number of barges and wherries, covered with mourning, marshalled and ordered by the heralds at arms, who directed and attended the solemnity. Thus they passed to Westminster-bridge, and, at their landing, proceeded in the same manner, through a guard of several regiments of foot, to the Abbey. His dear friend, general Lambert, though then in disgrace with the protector, attended on his horse. The funeral procession being over, the body was interred in a vault built on purpose in the chapel of Henry VII.

Such were the honours paid to the remains of Blake, in the days of Cromwell; but after the restoration of king Charles II. his body, in virtue of his majesty's express command, was taken up and buried in a pit with others, in St Margaret's church-yard, on the 12th of September 1661; "in which place," says Wood, "it now remaineth, enjoying no other monument but what is reared by his valour, which time itself can hardly efface." Some pains have been taken to extenuate this base action; and it has been said, that Blake's corpse was decently re-interred in St Margaret's church-yard. What degree of decency

was observed in the second burial, if it may be so termed, of this truly great man, we know not. This, however, is certain, that the removal of him from Westminster-abbey to St Margaret's church-yard was intended as an indignity; though in fact, it reflected dishonour on those only who were guilty of this unworthy treatment of the remains of a gallant admiral, who was an honour to his country, and to the age in which he lived. But as it is justly observed by a very ingenious writer, to whom we have been much indebted in the course of our account of this famous seaman, "that regard which was denied to his body, has been paid to his better remains, his name and his memory. Nor has any writer dared to deny him the praise of intrepidity, honesty, contempt of wealth, and love of his country."

Admiral Blake was in his person of a low stature, but of a quick, lively eye. He possessed a degree of courage which no dangers could dismay; and yet was cool in action, and shewed great military conduct in the disposition of the most desperate attacks. Though not bred to the profession of a seaman, and though he did not apply himself to it till at an advanced period of life, he distinguished himself by his naval exploits above all his cotemporaries. He was just and upright; and so disinterested, that though he had great opportunities of enriching himself by the vast sums he had taken from the enemies of England, yet he threw it all into the public treasury, and died not five hundred pounds richer than his father left him. He was jealous of the liberty of the subject, and the glory of his nation: and as he made use of no mean artifices to raise himself to the highest command at sea, so he required no interest but his merit to support him in it. He treated his officers with the familiarity of a friend: and by his tenderness and generosity to the seamen, he so endeared himself to them, that when he died, they lamented his loss as that of their common father.

The earl of Clarendon says, "Blake was the first man that declined the old tract, and made it manifest that the science might be attained in less time than

was imagined ; and despised those rules which had been long in practice, to keep his ship and men out of danger, which had been held in former times a point of great ability and circumspection ; as if the principal requisite in the captain of a ship, had been to ensure to come home safe again. He was the first man who brought ships to contempt castles on shore, which had been thought ever very formidable, and were discovered by him to make a noise only, and to fright those who could be rarely hurt by them. He was the first that infused that proportion of courage to the seamen, by making them see by experience that mighty things they could do, if they were resolute ; and taught them to fight in fire, as well as upon water : and though he has been very well imitated and followed, he was the first that gave the example of that kind of naval courage, and bold and resolute achievements."

SIR GEORGE AYSCOUGH.

It is hardly possible to give a higher character of the courage of sir George Ayscough, than to say, that he was a match for Van Tromp or De Ruyter; both of whom, in the first Dutch war, he engaged and conquered.

In the reign of king Charles I. this brave admiral was promoted to the rank of captain of a man of war; and in 1648, when the fleet revolted to prince Rupert, he declared for the parliament, and brought the Lion, which he then commanded, into the river Thames. In 1649, he was appointed admiral of the Irish seas; and in that service he furnished Dublin with provisions, and was greatly instrumental in reducing the whole island to the obedience of the republic. In 1651, he was sent against Barbadoes, and forced that, and several of the West Indian islands to submit to the commonwealth. The next year he attacked a Dutch fleet of forty sail, under the convoy of four men of war, some of which he burnt, took others, and drove the rest on shore. He protested against Blake's retreat in the desperate action of the 29th of November 1652, thinking it much more honourable to die by the shot of the enemy. It is supposed that this, and his greatest influence over the seamen, occasioned his being dismissed from the command. The parliament, however, voted him a reward of three hundred pounds a-year in Ireland, and three hundred pounds in money.

Sir George was afterwards a short time admiral in Sweden under Charles Gustavus, but returned to England soon after the restoration. In 1664, when the Dutch war broke out, he went to sea as a rear-admiral of the blue squadron, and behaved very gallantly at the battle of the third of June 1665. In 1666 when prince Rupert and the duke of Albemarle commanded, sir George, as admiral of the squadron, bore the white flag in the Royal Prince, the largest ship

the fleet, when he engaged the Dutch with his usual rapidity, in that memorable battle which lasted four days ; but, towards the evening of the third, his ship unfortunately ran upon the Galloper sand, and he was compelled to strike by his own seamen : upon which the Dutch took them on board, and set the Royal Prince on fire. For some months he was detained a prisoner in Holland, and, during that time, was carried from town to town, and exposed to the people by way of triumph.

A fourth battle was afterwards begun, with equal rage and resolution on both sides, and continued till it was interrupted by a thick fog ; when the English retired with the loss of several large ships, that were either sunk or taken by the enemy. Both sides claimed the victory ; but the Dutch had certainly obtained the advantage, though there was no glory lost by either nation. When sir George Ayscough returned to England, he spent his remainder of his days in retirement.

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ADMIRAL BENBOW.

JOHN BENBOW, one of the most eminent English seamen mentioned in our histories, the son of colonel John Benbow, was born about the year 1650, of a very ancient and honourable family in Shropshire. His father left him no other provision than the profession of a sailor, but he had such success, that before he was thirty years of age, he became master, and in a great measure owner of a ship, called the Benbow frigate, employed in the Mediterranean trade; during which time the following remarkable incident brought him to serve in the British navy, with equal reputation to himself and glory to his country. In 1686, he was attacked in his passage to Cadiz by a Saltee rover, against whom he defended himself, with a very unequal number of men, with the utmost bravery, till at last the Moors boarded him, but were quickly repulsed with the loss of thirteen men, whose heads he ordered to be cut off, and thrown into a tub of pork pickle. When he arrived at Cadiz, he went ashore, and ordered a negro servant to follow him, with the Moor's heads in a sack. As soon as he had landed, the officers of the revenue enquired of his servant, what he had there? The captain answered, salt provisions for his own use. "That may be, replied the officers, but we must insist upon seeing them." Captain Benbow alleged that he was no stranger there, that he was not accustomed to run goods, and pretended to take it ill that he was suspected. The officers told him that the magistrates were sitting not far off, and that if they were satisfied with his word, his servant might carry the provisions where he pleased, but that otherwise it was not in their power to grant any such dispensation. The captain consented to the proposal, and they immediately went to the customhouse, Mr Benbow in the front, his man in the centre, and the officers in the rear. When captain Benbow came before the magistrates, they treated him with great civility, to

and they were sorry to make a point of such a trifle; but that since he had refused to shew the contents of his sack to their officers, the nature of their employments obliged them to demand a sight of them; and as they doubted not their being salt provisions, the shewing them could be of no great consequence one way or the other. "I told you, said the captain sternly, they were salt provisions for my own use. Cæsar, throw them down upon the table; and, gentlemen, if you like them, they are at your service." The Spaniards were exceedingly struck at the sight of the Moor's heads, and equally astonished at the account of the captain's adventure, who with so small a force, had been able to defeat such a number of barbarians; and sending an account of the whole affair to the court of Madrid, Charles II. then king of Spain, was so much pleased with it, that he requested to see the English captain, who made a journey to court, where he was received with great testimonies of respect, and not only dismissed with a handsome present, but his Catholic majesty was also pleased to write a letter in his behalf to king James, who, upon the captain's return, gave him a ship, and thus introduced him to the royal navy.

After the revolution, captain Benbow was at first employed in protecting our trade in the Channel and bombarding the French ports, in which he shewed the most intrepid bravery, by going in person in his boat to encourage and protect the engineers; and his vigour and activity so effectually recommended him to king William, that he was early promoted to a flag. After the peace, he was sent with a squadron into the West Indies, when he obliged the governor of Carthagena to restore two English ships that had been seized by the Spaniards; and afterwards sailing to Porto Bello, forced the governor, by his threats, to send him several vessels, which had been taken under the pretence, that the settlement of the Scots at Darien was a breach of the peace.

Soon after his return to England, Mr Benbow was appointed vice-admiral of the blue. He was also about the same time employed in cruizing off Dunkirk, it be-

ing then apprehended, that the French had formed a design of invading England. War as yet had not been declared between the two crowns; but this was held to be no security against France; and it was no sooner known that a strong squadron was fitting out at Dunkirk, than it was firmly believed to be intended to cover a descent. Admiral Benbow, however, made such observations, as convinced him that France had not at that time any such schemes in agitation; and having satisfied the ministry of this, it was resolved to prosecute without delay some projects which had been formerly concerted in order to disappoint the French in their views upon the Spanish succession; and to facilitate this, it was thought necessary to send immediately a strong squadron to the West Indies. The squadron was to consist of a considerable force; and it was thought requisite that it should be under the command of an officer, whose conduct and courage might be relied on.

Mr Benbow was therefore proposed by the ministry, as soon as the expedition was determined; but king William said, that Benbow was in a manner just returned from the West Indies, where he had met with nothing but difficulties, and that therefore it was but reasonable that some other officer should now take his turn. One or two were named and consulted; but either their health or their affairs were in such disorder, that they most earnestly desired to be excused. Upon which the king said facetiously to some of his ministers, alluding to the dress and appearance of these gentlemen, "Well then, I find we must spare our beaus, and send honest Benbow." His majesty accordingly sent for him upon this occasion, and asked him, whether he was willing to go to the West Indies, assuring him, that if he was not, he would not take it amiss if he desired to be excused. Mr Benbow answered bluntly, that he did not understand such compliments, that he thought he had no right to choose his station, and that if his majesty thought fit to send him to the East Indies, or any where else, he would cheerfully execute his orders as became him. Thus was the matter settled in very few words, and the command of the West India squadron

To conceal the destination of this squadron, but especially to prevent the French from having any just notions of its force, sir George Rooke, then admiral of the fleet, had orders to convoy it as far as Scilly, and to send a strong squadron with it thence, to see it well into the sea ; all which he performed ; so that admiral Benbow departed in the month of September 1701. The world in general believed that he was gone with sir John Munden, who commanded the squadron that accompanied him into the Mediterranean ; and to render this more credible, our minister at Madrid was ordered to demand the free use of the Spanish ports ; which was accordingly allowed. However, the French knew too well the importance of the Spanish West Indies, not to think of providing for their security, as soon as they resolved to accept the will of the late king of Spain. They had therefore sent, in April 1701, to the Spanish West Indies, five ships of the line, and several large vessels laded with arms and ammunition, under the command of the marquis de Coetlogon ; and on the 20th of October the same year, the count de Chateau Renaud sailed thither with fourteen ships of the line and sixteen frigates, to meet the galleons, which were supposed to be already departed from the Havannah, under the escort of the marquis de Coetlogon ; and besides these, Mons. du Casse sailed thither likewise with another squadron. So that, as admiral Benbow received no supplies, he was likely to be crushed by the superior power of the enemy, and that extraordinary diligence which was used to strengthen and support them.

When Benbow arrived first at Jamaica, which was at the close of the year 1701, he made such prudent dispositions for securing our own trade, and annoying that of the enemy, that the French saw, with great amazement, all their schemes defeated, which they had been enabled to form, by their having much earlier intelligence than we of the intended war ; and their own writers acknowledge, that even after the arrival of the marquis de Coetlogon's squadron, they were constrained to act only on the defensive, and found all the

projects they had formed for attacking Jamaica and the Leeward Islands entirely frustrated. And it was observed at that time by the Dutch writers, that notwithstanding all the boasting of the French, vice-admiral Benbow, with a small English squadron, remained master of these seas; nor did he fail to make use of this advantage, by taking many prizes, and countenancing and protecting the trade carried on by the English on the Spanish coasts. But in a few weeks the scene began to change; for admiral Benbow then received the news of the count de Chateau Renaud's arrival at Martinico, with a squadron much stronger than his own; and soon after had information, that this squadron had been joined by the marquis de Coetlogon from the Havannah, which exceedingly alarmed the inhabitants of Barbadoes and Jamaica, because we had no force capable of resisting this French fleet, in case their commanders were determined to act offensively.

Affairs continued in this uncertain situation till the end of April 1702, when Benbow resolved, though there was great want of men on board his squadron, to put to sea, in order to cruise between Jamaica and Hispaniola; and he accordingly sailed on the 8th of May; but he had not proceeded far before he met with real-admiral Whetstone, with whom he returned, to communicate to the governor of Jamaica some orders received from England: having first sent the Ruby, Falmouth, and Experiment, to cruise off Petit Guavas. Some time after, the master of a Spanish sloop from Cuba acquainted him, that Chateau Renaud was at the Havannah, with twenty-six ships of war, waiting for the flota from La Vera Cruz; and this was confirmed by the ships he had sent out, which in the course of their cruise had taken four prizes.

Not long after this, admiral Benbow received information, that Mons. du Casse was in the neighbourhood of Hispaniola, with a squadron of French ships, with an intent to settle the assiento in favour of the French, and to destroy the English and Dutch trade for negroes. Upon this he detached rear-admiral Whetstone in pursuit of him, and on the 11th of July 1702.

Benbow sailed himself from Jamaica, in order to have joined the rear-admiral; but having intelligence that du Casse was expected at Leogane, on the north side of Hispaniola, he steered for that port, at which he arrived on the 27th. Not far from the town, he perceived several ships at anchor, and one under sail, the latter belonging to which was sent out to discover his strength, but coming too near was taken; from the crew of which he learnt, that there were six merchant ships in the port, and that the ship to which they belonged was a man of war of fifty guns, which Benbow pressed so hard, that the captain, seeing no probability of escaping, ran the ship ashore, and blew her up. On the 28th the admiral came before the town, where he found a ship of about eighteen guns hauled under their foundations, which however did not hinder his burning her. The rest of the vessels had sailed before day, in order to get into a better harbour; but some of our ships got between them and the port they wished to gain, took three of them, and sunk a fourth. The admiral, after alarming Petit Guavas, which he found it impossible to attack, sailed for Donna Maria Bay, where he continued till the 10th of August; when having received advice that du Casse had sailed for Carthagena, and from thence was to proceed to Porto Bello, he resolved to follow him, and accordingly sailed that day for the Spanish coast of Santa Martha.

On the evening of the 19th of August, he discovered, near the place, ten sail of tall ships to the westward; and standing towards them, he found the majority of them to be French men of war. Upon this he made the usual signal for a line of battle, going away with an easy sail, that his sternmost ships might come up and join them, the French steering along shore under their top-sails. Their squadron consisted of four ships, from sixteen to seventy guns, with one great Dutch-built ship of about thirty or forty; and besides there was another full of soldiers, the rest small ones, and a sloop. Benbow came up with them about four o'clock in the morning, on the 20th, when the engagement began. He had disposed his line of battle in the fol-

lowing order: the *Defiance*, *Pendentis*, *Windsor*, *Breda*, *Greenwich*, *Ruby*, and *Falmouth*. But two of his ships, the *Defiance* and the *Windsor*, did not stand above two or three broad-sides before they got out of gun-shot. So that the two sternmost ships of the enemy lay upon the admiral, and galled him very much; nor did the ships in the rear come up to his assistance with that diligence which they ought to have done. The engagement continued, however, till the evening; and though the firing then ceased, Benbow kept them company all night. The admiral saw that the French would avoid fighting if they could; and being still in hopes that he might prevail on his captains to do their duty, he ordered a new line of battle. The next morning, at break of day, he was near the French ships, but none of his squadron, excepting the *Ruby*, were with him. At two in the afternoon, the French drew into a line; but at the same time they made what sail they could to avoid fighting. However, the vice-admiral in the *Breda*, and the *Ruby*, kept them company all night, playing their chace-guns. Thus did Benbow continue to pursue and maintain the fight with the enemy for four days more, but was never properly seconded by several of the ships of his squadron.

On the 23d, about noon, the admiral took from the French a small English ship, called the *Anne Galley*, which they had captured off Lisbon; and the *Ruby* being disabled he ordered her for Port Royal. About eight at night, the whole squadron came up with the admiral, and the enemy not two miles off. Benbow now thought there was a prospect of doing something, and therefore made the best of his way after the enemy, but his whole squadron, except the *Falmouth*, fell astern again. At two in the morning, the 24th, the admiral came up with the enemy's sternmost ship, and poured into her a broadside, which was returned by the French ship very briskly; and about three the gallant Benbow's right leg was broken to pieces by a chain-shot. He was carried down, but soon after ordered his cradle on the quarter-deck, and continued the fight till daylight. One of the lieutenants, soon after the accident,

expressed his sorrow for Benbow's loss of his leg. "I am sorry for it too, (said the brave admiral), but I had rather have lost them both, than have seen this dishonour brought upon the English nation. But do you hear? If another shot should take me off, behave like brave men, and fight it out."

About this time one of the enemy's ships, of seventy guns, was observed to be very much disabled; her main-yard being down, and shot to pieces, her fore-top sail-yard driven away, her mizen-mast shot by the board to pieces with our double-headed shot. The admiral soon after discovered the enemy's squadron standing towards him with a strong gale of wind. The Windsor, Pendennis, and Greenwich, a-head of the enemy, came to the leeward of the disabled ship, fired their broadsides, passed her, and stood to the southward; then came the Defiance, and fired part of her broadside, when the disabled ship returning about twenty guns, the Defiance put her helm a-weather, and ran away right before the wind, lowered both her top-tails, and ran to the leeward of the Falmouth, without any regard to the signal of battle.

The enemy seeing the other two ships stand to the southward, expected they would have tacked and stood towards them, and therefore they brought their heads to the northward. But when they saw those ships did not tack, they immediately bore down upon admiral Benbow, and ran between their disabled ship and him, and poured in all their shot, by which they brought down his main-top sail-yard, and shattered his rigging very much, none of the other ships being near him, or taking the least notice of his signals; though captain Fogg ordered two guns to be fired at the ships a-head, in order to put them in mind of their duty. The French, seeing things in this confusion, brought to, and laid by their own disabled ship, and then re-manned and took her into tow. The Breda's rigging being much shattered, she was forced to lie by until ten o'clock, and being then refitted, the admiral ordered his captain to pursue the enemy, then about three miles to the leeward, his line of battle signal being out all

the while; and captain Fogg, by the admiral's orders, sent to the other captains, to order them to keep the line, and behave like men. Upon this captain Kirby of the *Defiance* came on board the admiral, and told him, "That he had better desist; that the French were very strong; and that from what was past, he might guess he could make nothing of it." The brave admiral Benbow, who was more surprized at this language than he would have been at the sight of another French squadron, sent for the rest of the captains on board, in order to ask their opinion. They came, but were most of them of captain Kirby's way of thinking; which satisfied the admiral that they were not inclined to fight, and that, as Kirby expressed it, there was nothing to be done. Benbow, therefore, upon this, thought it necessary to return to Jamaica, where he arrived with his squadron, very weak, with a fever, occasioned by his wounds, and was soon after joined by rear-admiral Whetstone, with the ships under his command.

After the English and French fleets had separated, the latter proceeded to Carthage, from whence Mons. du Casse, the French admiral, sent the following short letter to admiral Benbow.

"SIR,

"I had little hopes, on Monday last, but to have supped in your cabin: but it pleased God to order it otherwise; I am thankful for it. As for those cowardly captains who deserted you, hang them up for by God, they deserve it.

"Yours, DU CASSE."

Soon after his return to Jamaica, vice-admiral Benbow issued a commission to rear-admiral Whetstone, and to several captains, to hold a court-martial for the trial of those officers who had so basely betrayed their trust in the late engagement. And a court-martial being held for the trial, some of the most guilty were condemned, and suffered according to their deserts.

The operation of cutting off his leg, after it was shattered in the late action, had brought on the admiral a fever, which, together with his reflections on the base

conduct of his captains, at length put an end to his life. He lived near a month after the court-martial was held ; and during his illness, he supported his character as an English admiral with the same firmness he had shewed during the engagement, giving all the necessary orders that could have been expected from him if he had been in perfect health ; and in the letters he wrote home to his lady, he discovered much greater anxiety for the interest of the nation, than of his private fortune, or the concerns of his family. He died on the 4th of November 1702.

Vice-admiral Benbow was a very intrepid and able sea-commander, and always remarkable for the strictness of his discipline, and his diligent attention to the duties of his station. He lived much honoured and respected, especially by the sailors, who were the best judges of his merit, and died universally lamented. He left behind him a numerous posterity, of both sexes.

SIR JOHN BERRY.

SIR JOHN BERRY, a brave naval commander, was the son of the reverend Mr Daniel Berry, vicar of Kneveston and Maland, in Devonshire, and was put apprentice to Mr Robert Mering, who had a share in several ships at Plymouth. He was twice taken by the Spaniards; and his master being reduced by losses at sea, gave him up his indentures; on which, coming to London, he was appointed boatswain of the Swallow ketch, which was bound to the West Indies, in quest of a pirate who infected those seas. The vessel being overtaken by a storm in the Gulph of Florida, they were obliged to cut away all her masts, and two frigates which accompanied her were lost. With much difficulty they reached Jamaica, where she was refitted, and Mr Berry appointed lieutenant. Three weeks after their leaving Jamaica, they discovered the pirate riding at anchor, in a bay of the island of St Domingo. She had twenty guns and sixty men, and the Swallow had only eight small guns and forty men. Captain Insam, who commanded the Swallow, seeing the pirate's superior strength, thought proper to consult this men before he engaged; and calling all the hands upon deck, observed, that those whom they were going to attack were men at arms, old buccaneers, and superior to them in number and the force of their ship, and therefore he desired to have their opinion. Lieutenant Berry, interrupting him, said, that they were also men at arms and what was more, honest men, and fought under the king's commission, *but that if he had no stomach for fighting, he desired that he would be pleased to walk down into his cabin.* The crew applauded his motion, and immediately prepared to engage: but the pirate being to windward, the Swallow was obliged to make two tack under the lee, and received two broadsides before she could get into her proper station. Captain Berry, far from being intimidated, laid the pirate on board, close to his starboard bow, pouring in his whole broadside, I

which twenty-two of the pirate's hands were killed, and soon after the rest submitted.

This gallant action was performed in the year 1670, and greatly recommended him to the notice of the government. He was soon after appointed commander of the *Coronation*, of fifty-six guns, with orders to sail to the West Indies, and protect the trade. At his arrival at Barbadoes, he found that the French at St Kitt's were fitting out twenty-two men of war and frigates, six large transports of their own, and four hired from the Dutch, in order to take the island of Nevis. To prevent this, the governor of Barbadoes fitted out eight large merchant ships, and converted them into men of war, which having joined Mr Berry, he sailed for Nevis. But just as he turned the point of that island, one of his best ships accidentally blew up, and at the same time the French fleet appeared in sight; and this happening just at the appearance of the enemy, damped the spirits of his men, which he perceiving, cried, "You have seen an English ship blow up, let us try if we cannot blow up one of the French. There they are, boys, and if we do not beat them, they will beat us." By this time the French fleet being come, Berry immediately attacked them, and was so bravely seconded by the rest of his squadron, that after an engagement of thirteen hours, he forced their great fleet to take shelter under the cannon of St Christopher's, whither he pursued them, sent in a fire-ship, and burnt the admiral's vessel. As soon as he saw the French ship on fire, he said to the seamen, "I told you in the morning we should burn a Frenchman before night! to-morrow we will try what we can do with the rest." But the enemy prevented his design, by stealing away while he was refitting his ships.

On his return he was greatly caressed by the ministry, and in 1672 distinguished himself at the famous battle of Southwold bay, where he commanded a seventy gun ship, for which he received the honour of knighthood. In 1682, he commanded the *Glocester* frigate, on board of which the duke of York embarked for Scotland, but by the carelessness of the pilot, was lost at

the mouth of the Humber. In the midst of this confusion, sir John preserved that presence of mind for which he was always remarkable, and by that means saved the duke, and as many of his retinue as the long-boat could carry. Soon after he was promoted to a flag, and commanded as vice-admiral under lord Dartmouth, at the demolition of Tangier, and on his return was made a commisisoner of the navy, which post he enjoyed till his death. He was in great favour with king James II. who made choice of him to command under lord Dartmouth, when the prince of Orange landed in England; and when his lordship left the fleet, the whole command devolved on sir John Berry, who held it till the ships were laid up. After the revolution sir John continued in his posts, and was frequently consulted by king William, who entertained a high opinion of his abilities in military affairs: but he was poisoned in the beginning of February 1691, on board one of his majesty's ships at Portsmouth, where he was paying her off, in the fifty-sixth year of his age. His body was brought to London, and interred in the chancel of Stepney church, where a monument was erected to his memory.

SIR GEORGE ROOKE.

SIR GEORGE ROOKE, was the son of a private gentleman of an ancient family, in the county of Kent. His father having bestowed upon him a very liberal education, designed him for one of the learned professions; but having discovered in him a strong propensity to the sea-service, which appeared to be unsurmountable, he thought it prudent to comply with it. Accordingly, he procured him a station in the navy early in the reign of Charles II. from which he rose, by his merit, to the rank of a captain, a short time before the death of that monarch. In the succeeding reign he was not promoted, but merely retained in the service, owing to the scarcity of good naval officers; for king James knew that captain Rooke wished well to the cause of civil liberty, and therefore, as soon as the prince of Orange, afterwards king William, landed in England, he was dismissed, with several others, from the service of James, and immediately entered into that of the prince of Orange, so that he became in some measure instrumental in the success of the revolution.

Soon after the accession of king William, Arthur Hubert, esq. was appointed admiral of the British fleet destined to assist the land-forces in reducing Ireland to submit to the new government; and in this expedition captain Rooke was raised to the rank of commodore, and had the command of a squadron, with which he greatly signalised himself.

In 1591, commodore Rooke was promoted to the rank of rear-admiral, and had the honour to convoy his majesty to Holland the beginning of that year, when he went over to be present at the general congress of the confederates held at the Hague, for the purpose of counteracting the ambitious projects of Louis XIV. The operations of the campaign in Flanders being settled, king William put himself at the head of the confederate army, in order to relieve Mons; but that place having surrendered to the French,

his majesty returned to England, under convoy of a Dutch fleet, in April; but his presence in Holland being again required in May, he was carried over a second time by rear-admiral Rooke.

The following year, in the well-known engagement between the combined fleets of England and Holland, under the command of admiral Russell, rear-admiral Rooke fixed his reputation for courage and conduct by the most signal acts of bravery and judgment.

The engagement began on the 19th of May, and continued till the 24th; and besides the share Rooke had in the general action, wherein he fought with uncommon bravery and ardour, he acquired great renown from the following enterprize. On the 22d, the French had hauled in thirteen of their ships very near to the shore; and on the 23d the admiral sent in rear-admiral Rooke, with several men of war, fire-ships, and the boats of the fleet, to destroy those ships; but they had got them so far in, that none but the small frigates could do any service. However, Mr Rooke himself boldly went in with the boats, and burned six of them that night; and next morning he burned the other seven, together with several other transport-ships, and some vessels with ammunition.

His majesty was so well pleased with Rooke's conduct and intrepidity upon this occasion, that he granted him a considerable pension for life, and conferred upon him the honour of knighthood.

The ill success of the English fleet, in 1693, was injurious to the whole nation; and his majesty, upon his return from the Netherlands, could not forbear, even in parliament, to take notice of the mismanagement of our naval affairs that summer; but he was so far from thinking sir George had any wise been wanting in conduct and duty, that he was pleased to appoint him in the beginning of February, to be vice-admiral of the red; and not long after, he was advanced, from vice-admiral of the red, to admiral of the blue.

But it is not in victory alone that we are always to look for bravery and skill in a general or an admiral; even in the most unfortunate events they sometimes

gave the most striking proofs of superior abilities. Such was the case of sir George Rooke, who being appointed to convoy the Smyrna fleet, consisting of near 500 sail of merchant ships, was attacked off Cape St Vincent by the whole French fleet, consisting of 80 men of war, and sir George had only 23; the confederate fleet having parted from him as soon as he was safe out of the British Channel. Yet such was the pre-eminent courage and skill of this brave admiral, that he fought his way through the enemy's fleet, and gave an opportunity to upwards of 400 of the merchantmen to escape, to the great astonishment of all persons skilled in naval affairs.

In 1694, his majesty, in consideration of his great services, appointed sir George Rooke to be one of the lords of the admiralty. From this time we hear no more of our admiral in his naval capacity for several years; but, in 1698, we find him chosen member of parliament for Portsmouth; in which capacity he discharged his duty with great fidelity and application, and with such a spirit of freedom and independence, that he gave offence to the ministry, who wanted the king to remove him from the admiralty-board; but, greatly to his majesty's honour, he constantly refused it, saying, "sir George Rooke has served me faithfully at sea, and I will never displace him for acting as he thinks most in the service of his country in the house of commons."

The year 1699 was a year of peace over all Europe; but, in 1700, sir George had a fresh opportunity to exemplify his conduct in the Baltic: for a strong confederacy having been formed by the czar of Muscovy, the king of Denmark, and the king of Poland, against the young king of Sweden, and his brother-in-law the duke of Holstein, and the Danes having actually invaded that duchy, the king of England and the states-general not only interposed their good offices for mediating an accommodation, but fitted out squadrons of men of war, in order to sail into the Sound, the more effectually to forward this design; and his Britannic

of admiral and plenipotentiary as sir George Rooke, of whose abilities and fidelity he had had so long experience.

Sir George, before the end of May, arrived with the squadron under his command before the Maese, and went himself to the Hague, to confer with the deputies of the states on this affair. He went aboard again in a few days, and, being joined by the Dutch squadron under the command of lieutenant-admiral Allemond, they were detained for several days on the Dutch coasts by contrary winds; however, they made a shift, before the end of June, to arrive at Gottenburg; and, on the eighth of July, entered the Sound without any opposition.

The English admiral saluted the castle of Cronenberg with three guns, and a like number was returned; the Dutch admiral gave nine, and the castle fired three in return.

The whole fleet consisted of thirty men of war, besides fire-ships, bomb-vessels, and tenders. The Swedish fleet having, in like manner, put to sea, they came to an anchor near one another, on the fifteenth, near Landskroon, beyond the isle of Vere; upon which the Danish fleet retired under the guns of the citadel of Copenhagen.

It is very remarkable, that though the English and Dutch squadrons came to assist and save the Swedes from ruin, the latter took no notice of them that evening, all the next day, and part of the morning of the seventeenth; when the English admiral, having wisely weighed matters, and pursuing his orders for precedency, commanded a signal to be made by a small Dutch frigate, as if she were a neutral ship, for all flags to come on board; where he represented the case so effectually to the Swedes, who expected to have the chief command, that, upon his return to his ship again upon giving the signal, the whole fleet of English, Dutch, and Swedes, readily sailed under his command to Copenhagen, which they pretended to bombard without doing much damage; though they could have laid the city in ashes.

But the admiral's instructions and designs tended only to peace ; which being soon after happily concluded at Travendall, sir George returned home about the middle of September, with the general applause of the people, for the great prudence and conduct he had shewn in so nice and critical a conjuncture.

In the spring of the year 1701, his majesty was pleased to constitute sir George Rooke to be admiral and commander in chief ; but the war against France not breaking out in the south of Europe till next year, there was no naval enterprize yet undertaken by him. In the mean time, king James II. dying at St Germain's, and the French owning his pretended son for king of England, his majesty, in this juncture of affairs, thought fit to call a new parliament, and sir George Rooke was again elected for Portsmouth.

Upon this occasion it was that sir George Rooke refused to sacrifice the independence of an Englishman to titles or emoluments ; for he voted for Mr Harely to be speaker of the house of commons, in opposition to the views of the court, though the king himself rather too openly and partially, interested himself for sir Thomas Lyttleton.

The death of king William, which happened during the first session of this parliament, prevented the designs of his enemies ; and queen Anne succeeding to the crown, things took another turn. The clamours, which had been raised against sir George by the ministry ceased ; and her majesty, being sensible of his great services and true merit, was pleased to confer, besides the command of a fleet, an additional honour and trust upon him, by appointing him to be vice-admiral and lieutenant of the admiralty of England, and lieutenant of the fleets and seas of this kingdom, under prince George of Denmark, her majesty's husband, who was constituted lord high-admiral of England, and generalissimo of all her majesty's forces by sea and land.

In 1702, sir George Rooke was appointed commander in chief jointly with the duke of Ormond, in the expedition against Cadiz ; but, that expedition

sailing, on the twenty-first of September, the admiral on his passage home with the whole fleet, sent the Eagle, the Stirling Castle, and the Pembroke, with some transports, to water in Lagos bay, where they arrived on the twenty-second. The land officers on board the Pembroke went immediately on shore, having with them Mr Beauvoir, a gentleman of Jersey, chaplain of that ship; who there getting certain intelligence that the galleons and their convoy had put into Vigo, he acquainted captain Hardy with it, and he, without delay, imparted the news to captain Wishart, who commanded the Eagle, and all the squadron: upon which information, a consultation of captains was immediately held; wherein it was resolved, that this intelligence was of that importance, that a ship should be sent to acquaint sir George Rooke with it; and as captain Hardy had the best sailer, and was master of the intelligence, captain Wishart ordered him to sail a-head to find out the fleet; which he happily effected on the sixth of October, when he acquainted sir George with the whole matter.

The admiral communicated the same immediately to the Dutch admiral, declaring it as his opinion, that they should all set sail directly for Vigo. The Dutch admiral readily concurred with sir George, who next day, called a council of flag-officers; wherein it was resolved, that, as the attempting to destroy the French and Spanish ships at Vigo would be of great advantage to her majesty, and no less honourable to her and her allies, and tend, in a great measure, to reduce the exorbitant power of France, the fleet should make the best of their way to that port, and fall on immediately with the whole line, if there were room sufficient for it; otherwise to attack the enemy with such detachments as might render the enterprize most effectual and successful.

The French admiral, to do him justice, had taken all possible precautions to secure his ships and the Spanish flotilla; for he not only had carried them up beyond a very narrow streight, defended by a castle on the one side, and platforms on both sides of the

streight, where he had planted his best guns, but had likewise laid athwart it a strong boom, made up of masts, yards, cables, top-chains, and casks, about twelve yards in circumference, and kept steady by anchors cast on both sides of it.

Our brave admiral, not at all discouraged with this, as soon as the confederate fleet came to an anchor before Vigo, which was on the eleventh of October, called a council of the sea and land general officers; wherein it was resolved, that, since the whole fleet could not attempt the enemy's ships where they lay, without apparent danger of running foul of each other, a detachment of fifteen English and ten Dutch men of war, with the line of battle and all the fire-ships, should be sent in, with orders to use their best endeavours to take or destroy the enemy's fleet; that the frigates and bomb-vessels should follow the rear of the detachment, and that the great ships should move after them, and go in, if there should be occasion; that the army should, at the same time, land and attack the fort on the south side of Rodendella, and thence proceed where they might most effectually annoy the enemy; that, because it was not known what depth of water there might be, the attempt should be made with the smallest ships; and that, to give the better countenance to the service, all the flag-officers should go in with the squadron.

For the better performance of these resolutions, the admiral, with great zeal and unwearied vigilance, spent almost the whole night in going from ship to ship, in his own boat, to give the necessary directions, and to encourage both officers and seamen to discharge their duty.

The next day, about ten in the morning, the duke of Ormond having landed his men, and marching to attack the enemy by land, and at their platforms and forts, it was impossible the brave admiral could remain an idle spectator; and therefore, as soon as the land-forces were got on shore, he gave the signal to weigh; which was accordingly done, the line formed, and the squadron was briskly bearing up the boom; but when

the van was got within cannon-shot of the batteries, it fell calm, so that they were constrained to come to an anchor again. However, not long after, it blowing a fresh gale, vice-admiral Hopson, in the Torbay, being next the enemy, cut his cables, clapt on all his sails, and bearing up directly upon the boom, amidst all the enemy's fire, broke through it at once, and cast anchor between the Bourbon and L'Esperance, two French men of war, which count Chateaurenaud had placed near the boom, and, with unparalleled resolution, received several broadsides from them.

The rest of vice-admiral Hopson's division, and vice-admiral Vandergoes, with his detachment, having weighed at the same time, sailed a-breast towards the boom, to add the greater weight and force to the shock; but, being becalmed, they all stuck, and were obliged to hack and cut their way through. A fresh gale blowing again, the Dutch admiral made so good use of it, that, having gained the passage which the brave Hopson had made, he boldly went in, and made himself master of the Bourbon.

All this while, vice-admiral Hopson was in extreme danger; for, being clapped on board by a French fire-ship, by which his rigging was presently set on fire, he expected every moment to be burned; but it fortunately happened that the French vessel, which was a merchantmen laden with snuff, and made up in haste into a fire-ship, being blown up, the snuff partly extinguished the fire, and preserved him. However, he received considerable damage in this memorable action; for, besides the having his fore-top-mast shot by the board, one hundred and fifteen men killed and drowned, and nine wounded, most of his sails were scorched, his fore-yard consumed to a coal, and his larboard and shrouds fore and aft burned at the dead-eyes, insomuch that he was forced afterwards to leave his own ship, and hoist his flag on board the Monmouth.

At the same time, captain Bucknam, in the Association, laid his broadside against a battery of seventeen guns on the other side of the harbour; so that, for a

considerable time, there was a continual firing of great and small shot on both sides, till the French admiral, seeing the platform and forts in the hands of the victorious English, his fire-ship spent in vain, the Bourbon taken, the boom cut in pieces, and the confederate fleet pouring in upon him, he set fire to his own ship, and ordered the rest of the captains under his command to follow his example ; yet he could not be so punctually obeyed, but that several men of war and galleons were taken by the English and Dutch.

The admiral arrived safely in the Downs on the 17th of November, and soon after at London, where he was received in triumph by the joyful applause of the people.

Her majesty having, in the mean time, thought fit to call a new parliament, to meet on the 20th of October, sir George, during his absence, had been chosen again a member of Portsmouth ; and upon taking his seat the first time after his return, the speaker, pursuant to the resolution of the house which had been passed for giving him their thanks for his service, delivered himself to him in this manner :

“ SIR GEORGE ROOKE,

“ You are now returned to this house, after a most glorious expedition. Her majesty began her reign with a declaration, that her heart was truly English ; and Heaven hath made her triumph over the enemies of England : for this, thanks have been returned in a most solemn manner to Almighty God.

“ There remains yet a debt of gratitude to those who have been the instruments of so wonderful a victory, the duke of Ormond and yourself, who had the command of the sea and land forces.

“ In former times, admirals and generals have had success against France and Spain separately ; but this action at Vigo hath been a victory over them confederated together : you have not only spoiled the enemy, but enriched your own country : common victories bring terror to the conquered, but you brought destruction upon them, and additional strength to England. France hath endeavoured to support its ambition

by the riches of India; your success, sir, hath only left them the burden of Spain, and stript them of the assistance of it: the wealth of Spain, and ships of France, are, by this victory, brought over to our juster cause. This is an action so glorious in the performance, and so extensive in its consequence, that, as all times will preserve the memory of it, so every day will inform us of the benefit.

“No doubt, sir, but in France you are written in remarkable characters in the black list of those who have taken French gold: and it is justice done to the duke of Ormond, and your merit, that you should stand recorded in the registers of this house, as the sole instruments of this glorious victory. Therefore this house came to the following resolution:

“Resolved, *nemine contradicente*, That the thanks of this house be given to the duke of Ormond, and sir George Rooke, for the great and signal service performed by them for the nation at sea and land; which thanks I now return you.”

To which sir George Rooke made the following reply:

MR SPEAKER,

“I am now under great difficulty how to express myself upon this occasion. I think myself very happy, that, in zeal and duty to your service, it hath been my good fortune to be the instrument of that which may deserve your notice, and much more the return of your thanks. I am extremely sensible of this great honour, and shall take all the care I can to preserve it to the grave, and to convey it to my posterity without spot and blemish, by a constant affection and zealous perseverance in the queen’s and your service. Sir, no man hath the command of fortune, but every man hath virtue at his will; and, though I may not always be successful in your service, as upon this expedition, yet I may presume to assure you, I shall never be the more faulty.

“I must repeat my inability to express myself upon this occasion; but as I have a due sense of the honour this house hath been pleased to do me, I shall always

tain a due and grateful memory of it ; and though my duty and allegiance are strong obligations upon me to do the best in the service of my country, yet I shall always take this to be a particular tie upon me, to do right and justice to your service upon all occasions."

On the 13th of December, sir George was sworn her majesty's most honourable privy-council.

Our admiral was very little at sea in 1703 ; he went at indeed with a squadron of men of war in the beginning of the summer ; and having cruised off Belleisle, he put the country into an unspeakable consternation ; and, after having taken many prizes coming home from the West Indies, returned to St Helen's, that he grand fleet, under the command of sir Cloudesly Shovel, might be the sooner ready to sail for the West Indies, where they did nothing memorable ; so that sir George was again appointed to command the fleet that was to carry the new king of Spain, the archduke Charles, who had been raised to that throne under the title of Charles III. by the cession of the rights of the emperor of Germany, and of his son the king of the Romans, in his favour, to Portugal, then in alliance with England.

They encountered a most terrible storm in the beginning of the year, and put back into the Channel ; however, they sailed again on the 12th of February 1704, and reached Lisbon on the 27th.

The new Spanish monarch was so perfectly satisfied with the respect shewn him by sir George Rooke, that he made him several magnificent presents ; and having performed this service, the admiral, agreeably to his further instructions, set sail for the Mediterranean, having the prince of Hesse Darmstadt, with a body of land-forces, on board. On the 18th of May, they appeared before Barcelona, which place they expected would revolt from Philip V. then in possession of the crown of Spain, in favour of Charles III. They had so very well concerted their measures, that nothing but the discovery of a design to give up the troops could have hindered them from being masters of that important city ; but this accident obliged the English forces to

return on board again; to favour which the admiral threw a few bombs into the place, having otherwise design to injure it.

After this attempt, the admiral obliged the governor of the castle of Althea to surrender with his garrison and then blew up the castle.

In the month of July, the fleet passed Cape Palmar and coming through the Straights of Lagos Bay. Cloudesly Shovel joined them with a reinforcement from England, consisting of thirty-three ships of the line of battle.

On the 17th, the admiral called a council of war and finding, by the fresh instructions sent him from England by sir Cloudesly Shovel, that he was to assist in every undertaking in concert with the ministry of the kings of Spain and Portugal, it was resolved to pass up the Straights again, and there expect instructions from the king of Portugal and Charles III. of Spain. It was at length resolved by these monarchs that the British fleet should make a sudden attempt upon Gibraltar. Accordingly, they got into the bay on the twenty-first; and the English and Dutch marine to the number of one thousand eight hundred, were put on shore, with the prince of Hesse at the head of them, on the neck of land to the northward of the town; and the admiral, the next morning, gave orders that the ships which he had appointed to cannonade the place, under the command of rear-admiral Byng and rear-admiral Vanderdusen, as also those which were to batter the south mole-head, commanded by captain Hicks in the Yarmouth, should range themselves accordingly; but the wind blowing contrary, they could not possibly get to their stations till the day was spent.

In the mean while, to amuse the enemy, the admiral sent captain Whitaker in with some boats, who burned a French privateer of twelve guns at the old mole; but the ships being all collected on the twenty-third, soon after day-break, the admiral gave the signal for the beginning of the cannonade, which was performed with great fury, about fifteen thousand shot being made in five or six hours against the town; insomuch that the

enemy were soon beaten from their guns, especially at the south mole-head; whereupon the admiral, considering that by gaining that fortification they should of consequence reduce the town, he ordered captain Whitaker, with all the boats armed, to endeavour to possess himself of it, which he performed with great expedition: but captain Hicks and captain Jumper, who were next the mole, had pushed on shore with their pinnaces and some other boats, before the rest could come up. The enemy thereupon sprung a mine, that blew up the fortifications on the mole, killed two lieutenants and about forty men, and wounded about sixty: however, our brave seamen kept possession of the platform, of which they had made themselves masters; and captain Whitaker landing with the rest of the seamen which the admiral had ordered for this service, they advanced, and took a redoubt half way between the mole and the town, and possessed themselves of many of the enemy's cannon.

The admiral hereupon sent a letter to the governor, and, at the same time, a message to the prince of Hesse, to send him a peremptory summons; upon which the town capitulated, and surrendered on the 25th of July 1704, and the garrison were allowed to march out with their arms and baggage, and three pieces of brass cannon. The inhabitants were to have the same privileges as in the reign of king Charles II.

Thus it appears that England stands indebted chiefly to the conduct and intrepidity of this brave admiral for one of her most valuable conquests, which the Spaniards were in vain three times attempted to recover.

The last public service performed for his country by Sir George Rooke, was an engagement, about twelve leagues off Malaga, with the French fleet, under the command of the count de Thoulouse, high-admiral of France. The following particulars are related of this fair.

On the 9th of August, little more than a fortnight after the conquest of Gibraltar, admiral Rooke returning from watering the fleet on the coast of Barbary to Gibraltar, with little wind easterly, his scouts to the

windward made the signals of seeing the enemy's fleet, which, according to the account they gave, consisted of sixty-six sail, and were about ten leagues to the windward of him. A council of flag-officers was called, wherein it was determined to lay to the eastward of Gibraltar, to receive and engage them; but perceiving that night, by the report of their signal-guns, that they bore from him, he followed them in the morning with all the sail he could make.

On the eleventh, he forced one of the enemy's ships a-shore near Fuengorolo. The crew quitted her, set her on fire, and she blew up immediately. He continued still pursuing them; and, on the twelfth, not hearing any of their guns at night, nor seeing any of their scouts in the morning, the admiral suspected that they might make a double, and, by the help of their gallies, slip between him and the shore to the westward; upon which he called a council of war, wherein it was resolved, that in case he did not see the enemy before night, they should make the best of their way to Gibraltar; but standing into the shore about noon, they discovered the enemy's fleet and gallies to the westward, near Cape Malaga, going away large. He immediately made all the sail he could after them, and continued the chase all night.

On Sunday the 13th, in the morning, he was within three leagues of the enemy, who brought to, with their heads to the southward, the wind being easterly, formed their line, and lay by to receive him. Their line consisted of fifty-two ships and twenty-four gallies; they were very strong in the centre, and weaker in the van and rear, to supply which, most of their gallies were divided into those quarters. In the centre was monsieur de Thoulouse with the white squadron; in the van, the white and blue; and in the rear, the blue: each admiral had his vice and rear admiral.

Our line consisted of fifty-three ships, the admiral Byng and Dilk being in the centre, sir Cloudesly Shovel and sir John Leake led the van, and the Duke of Devonshire the rear. The admiral ordered the Swallow and Panther, with the Lark and Newport, and two fire-ships

to lie to the windward of them, that, in case the enemy's van should push through our lines with their gallees and fire-ships, they might give them some diversion.

They bore down upon the enemy in order of battle, little after ten o'clock, when being about half-gun-shot from them, they set all their sails at once, and seemed to intend to stretch a-head and weather them ; so that the admiral, after firing a chace-gun at the French admiral, to stay for him, of which he took no notice, put the signal out, and began the battle, which was very heavy on the Royal Catharine, the St George, and the Shrewsbury.

About two in the afternoon, the enemy's van gave way to ours, and the battle ended with the day, when the enemy bore away, by the help of their gallees, to the leeward. In the night, the wind shifted to the northward, and in the morning to the westward, which gave the enemy the wind of us. They lay by all day within three leagues of one another, repairing the effects, and at night they filed and stood to the northward.

On the 15th, in the morning, the enemy was gone four or five leagues to the windward of our fleet ; but little before noon we had a breeze of wind easterly, with which the admiral bore down on them till four o'clock in the afternoon ; but being too late to engage, they brought to, and lay with their heads to the northward all night.

On the 16th, in the morning, the wind being still easterly, hazy weather, and having no sight of the enemy or their scouts, they filed and bore away to the westward, supposing they would have gone away for Cadiz ; but being advised from Gibraltar and the coast of Barbary that they did not pass the Streights, our admiral concluded they had been so severely treated, as to oblige them to return to Toulon.

This engagement was so much the more glorious to her majesty's arms, because the enemy had a superiority of six hundred great guns, and likewise the advantage of cleaner ships. being lately come out of port : not to

mention the great use of their gallies, in towing on or off their great ships, and in supplying them with fresh men as often as they had any killed or disabled. But all these advantages were surmounted by the prudence and good conduct of our admiral and his officers, and by the undaunted courage of our seamen.

Admiral Rooke now sailed for Gibraltar; and having left two thousand English marines in that garrison, with a sufficient quantity of stores and provisions, and forty-eight guns, besides one hundred that were in the town before, the season of the year being far advanced, he returned home with the great ships, and was very favourably received by her majesty, and his royal highness the lord high-admiral; the queen was also congratulated by the house of commons upon the victory obtained by her fleet, under the command, and by the courage and conduct of sir George Rooke.

The reverend Dr Stanhope, in his thanksgiving sermon before her majesty at St Paul's, on the 27th of June 1706, very justly says of the taking of Gibraltar, and of this fight, "That we were soon instructed in the mighty concernment of the first, by the seasonable refreshments our fleets found there, after a battle fought, on our side, with great inequality of force, but with what resolution and success we need no other evidences, than the disability of making any formidable figure at sea, which the French have manifestly lain under ever since."

Yet all these public acknowledgments of his great merit could not silence the calumny of his enemies; and though sir Cloudesly Shovel, and the Dutch admiral Calenburg, confirmed the testimony of the other officers and seamen, a party was formed against him at court, by whom only a small share of the late signal successes at sea were attributed to him, as commander in chief. Chagrined at this treatment, and resolved at the same time that the affairs of the nation should not receive any obstruction or disturbance upon his account, he retired from public business, and passed the remainder of his days as a private gentleman, for the most part at his seat in Kent. A private seal was of-

ferred him for passing his accounts ; but he refused it, and made them up in the ordinary way, with all the exactness imaginable.

Sir George did not long survive his retirement from the scenes of active life ; for the gout, which had for many years greatly afflicted him, put a period to his life, in January 1709.

He was thrice married ; first, to a daughter of sir Thomas Howe, of Cold Berwick, in Wiltshire, baronet ; next, to a daughter of colonel Francis Lutterell, of Dunster-castle, in Somersetshire, who died in childbed of her first child, George Rooke, esq. the sole heir of his father's fortune ; lastly, to a daughter of sir John Knatchbull, of Mersham Hatch, in Kent, baronet.

Sir George's zeal for the church, and his adherence to that set of men, who, in his time, were known by the name of Tories, made him the darling of one party, and exposed him no less to the aversion of the other. This is the cause that an historian finds it difficult to obtain his true character from the writings of those who flourished in the same periods of time. However, the ingenious and impartial Dr Campbell, in his " *Lives of the Admirals*," has drawn so masterly and just a character of him, that we cannot more properly conclude this life than with a transcript of it.

" He was certainly an officer of great merit, if either conduct or courage could entitle him to that character. The former appeared in his behaviour on the Irish station, in his wise and prudent management, when he preserved so great a part of the Smyrna fleet ; and particularly in the taking of Gibraltar, which was a project conceived and executed in less than a week. Of his courage he gave abundant testimonies, especially in burning the French ships at La Hogue, and in the battle off Malaga, where he behaved with all the resolution of a British admiral ; and, as he was first in command, was first also in danger. In party matters he was perhaps too warm and eager ; for all men have their failings, even the greatest and best ; but in action he was perfectly cool and temperate, gave his orders with the utmost serenity, and as he was careful in marking

the conduct of his officers, so his candour and justice were always conspicuous in the accounts he gave of them to his superiors; he there knew no party, no private considerations, but commended merit whenever it appeared. He had a fortitude of mind that enabled him to behave with dignity upon all occasions, in the day of examination as well as in the day of battle; and though he was more than once called to the bar of the house of commons, yet he always escaped censure, as he likewise did before the lords; not by shifting the fault upon others, or meanly complying with the temper of the times, but by maintaining steadily what he thought right, and speaking his sentiments with that freedom which becomes an Englishman, whenever his conduct in his country's service is brought in question. In a word, he was equally superior to popular clamour and popular applause; but above all, he had a noble contempt for foreign interests when incompatible with our own, and knew not what it was to seek the favour of the great, but by performing such actions as deserved it. In his private life, he was a good husband and kind master, lived hospitably towards his neighbours, and left behind him a moderate fortune; so moderate, that when he came to make his will, it surprised those who were present; but sir George assigned the reason in few words: "I do not leave much, (said he), but what I leave was honestly gotten; it never cost a sailor a tear, or the nation a farthing."

SIR GEORGE BYNG,

LORD VISCOUNT TORRINGTON.

THIS gallant admiral was descended from an ancient family in the county of Kent. He was born in 1663, and, at the age of fifteen, went a volunteer into the royal navy, in the service of Charles II. having first obtained the king's letter, at the recommendation of the duke of York.

In 1681, upon the invitation of general Kirk, governor of Tangier, he quitted the sea, and served as a cadet in the grenadiers of that garrison, till, on a vacancy, which soon happened, the general, who was always his warm patron, made him an ensign in his own company, and soon after a lieutenant.

After the demolition of Tangier, in 1684, the earl of Dartmouth, general of the sea and land forces, appointed him lieutenant of the Orford; from which time he continued in the sea-service; but did not give up his commission as an officer for several years after.

In 1685, he went lieutenant of his majesty's ship *Phoenix* to the East Indies; where engaging and boarding a Ziganian pirate, who maintained a desperate fight, most of those who entered with him were slain, himself dangerously wounded, and the pirate sinking, he was taken up with scarce any remains of life.

In 1688, he was first lieutenant to sir John Ashby, in the fleet commanded by the earl of Dartmouth, and fitted out to oppose the designs of the prince of Orange.

In 1690, he commanded the *Hope*, a third rate; and was second to sir George Rooke, in the battle off Beachy.

In 1691 and 1692, he was captain of the *Royal Oak*, and served under admiral Russel, commander in chief of the fleet. Nor were his merits concealed from that great officer, for he distinguished him in a

very remarkable manner, by promoting him to the rank of his first captain.

In 1702, a war breaking out, he accepted the command of the Nassau ; and was at the taking and burning the fleet at Vigo.

In 1703, he was appointed rear-admiral of the red by queen Anne ; and served in the Mediterranean fleet, commanded by sir Cloudesly Shovel, who detached him with a squadron of five men of war to Algiers, where he renewed the peace with that government.

In 1704, he served in the grand fleet sent into the Mediterranean, under the command of sir Cloudesly Shovel, in search of the French fleet ; and it was he who commanded the squadron that attacked and cannonaded Gibraltar, and, by landing the seamen, whose valour on this occasion was remarkably distinguished, the place capitulated on the third day. He was in the battle off Malaga, which followed soon after ; and, for his behaviour in that action, her majesty conferred on him the order of knighthood.

Towards the close of the year 1704, the French having two strong squadrons in the Soundings, besides great numbers of privateers, which greatly annoyed our trade, sir George Byng sailed the latter end of January from Plymouth, with a squadron of twelve men of war, and a large fleet of merchantmen ; and, after seeing the latter safely out of the Channel, he divided his squadron to such advantage, that he took twelve of their largest privateers in about two months, together with the Thetis, a French man of war of forty guns, and seven merchant ships, most of them chly laden from the West Indies. This remarkable success gave such a blow to the French privateers, that they rarely ventured into the Channel during the remainder of the year.

In 1705, he was promoted to the rank of vice-admiral of the blue, and, upon the election of a new parliament, was returned one of the members for Plymouth ; which place he constantly after represented in parliament till he was created a peer.

In the beginning of 1707, sir George was ordered with a squadron to Alicant, with necessaries for the army in Spain ; and accordingly sailed on the twentieth of March : but on his arrival off Cape St Vincent, he heard the melancholy news of the defeat of our army at the battle of Almanza, under the command of the earl of Galway, who sent to the admiral to acquaint him with his distress, requesting, that whatever he had brought for the use of the army might be carried to Tortosa in Catalonia, to which place his ship intended to retreat ; and that, if possible, he should save the sick and wounded men at Denia, Andalusia, and Valencia, where it was intended to embark every thing that could be got together. This the admiral performed ; and having sent the sick and wounded to Tortosa, and being soon after joined by sir Cloudesly Shovel from Lisbon, they proceeded together to the coast of Italy, with a fleet of forty-three men of war, and fifty transports, to second prince Eugene and the duke of Savoy in the siege of Toulon, in which sir George served in the second post under sir Cloudesly, and narrowly escaped shipwreck in his return home, when that great officer was lost ; for the royal Anne, in which sir George carried his flag, was within a ship's length of the rocks on which sir Cloudesly struck ; yet was providentially saved by his own officers presence of mind, who, in a minute's time, set the ship's topsails, even when one of the masts was under her main chains.

In 1708, he was appointed admiral of the blue, and commanded the squadron fitted out to oppose the invasion intended to be made in Scotland by the pretender and a French army from Dunkirk. This squadron consisted of twenty-four men of war, with which sir George and lord Dursley sailed from the Downs to the French coast on the twenty-seventh of February.

On the thirteenth of March, the French were discovered in the Frith of Forth, where they made signals, but to no purpose, and then steered to a north-westerly course, as if they had intended to have gone to St

Andrew's. Sir George pursued them, and took the Salisbury, an English prize, then in their service, with several persons of quality on board, many land and sea officers in the French service of very great distinction, five companies of the regiment of Bern, and all the ship's company, consisting of three hundred men.

After this, sir George finding it impossible to come up with the enemy, returned to Keith, where he continued, till advice was received of the French being returned to Dunkirk.

It might reasonably be imagined, that this remarkable success must have satisfied every body; and that, after defeating so extraordinary a scheme, as this was then allowed to be, and restoring public credit, as it were, in an instant, there should be an universal tribute of applause paid to the admiral by all ranks and degrees of people: but so far was this from being the case, that sir George Byng had scarce set his foot in London, but it was whispered, that the parliament would enquire into his conduct; which notion had its rise from a very foolish persuasion, that, having once had sight of the enemy's fleet, he might, if he pleased have taken every ship of them, as well as the Salisbury.

The truth was, that the French having amused the Jacobites in Scotland with a proposal of besieging Edinburgh castle, sir George was particularly instructed, by all means, to prevent that undertaking, by hindering the French from landing in the neighbourhood. This he effectually did, and, by doing it answered the purpose of his expedition.

But the same malicious people who first propagated this story invented also another, namely, that sir George was also hindered from taking the French fleet by his ships being foul; which actually produced an enquiry in the house of commons, and an address to the queen, to direct, that an account might be laid before them of the number of ships that were on the expedition with sir George Byng, and when the ship

were cleaned ; which at last, however, ended in this resolution :

“ That the thanks of the house be given to the prince, for his great care in so expeditiously setting forth so great a number of ships ; whereby the fleet under sir George Byng was enabled so happily to prevent the intended invasion.”

This was a very wise and well concerted measure, since it fully satisfied the world of the falsity of those reports, and at the same time gave great satisfaction to the queen, and her royal consort the prince of Denmark, who both conceived that his royal highness's character was affected as lord high-admiral.

About the middle of the summer, a resolution was taken to make a descent on, or at least to alarm the coast of France, by way of retaliation for the affront so lately offered us ; and sir George Byng as admiral, and lord Dursley as vice-admiral of the blue, were appointed to carry the scheme into execution.

Sir George sailed from Spithead on the twenty-seventh of July, with the fleet and transports, having the troops on-board, intended for a descent, commanded by lieutenant-general Earle ; and the next day came to an anchor off Deal. The twenty-ninth they stood over to the coast of Picardy, as well to alarm as to amuse the enemy, and at the same time to be ready for further orders.

They continued several days on the coast of France, creating the enemy inexpressible trouble ; and indeed the true design of it was only to disturb the naval armaments on their coasts, and oblige the French court to march large bodies of men to protect their maritime towns ; which necessarily occasioned a diminution of their army in Flanders.

The same year sir George had the honour of conducting the queen of Portugal to Lisbon, where a commission was sent him, appointing him admiral of the white ; and her Portuguese majesty presented him with her picture, set with diamonds to a considerable value.

In 1709, he was commander in chief of the fleet stationed in the Mediterranean, during which he attempted the relief of the city and castle of Alicant, and at the same time meditated a design upon Cadiz : nor was it his fault that both did not succeed ; for he did every thing that could be expected from him, in order to render these important designs successful.

After his return from this expedition, in 1701, he was appointed one of the commissioners for executing the office of lord high-admiral ; in which post he continued till some time before the queen's death ; when, not falling in with the measures of these times, he was removed ; but, on the accession of George I. he was restored to that employment, and in the year 1715, on the breaking out of the rebellion, appointed to command a squadron in the Downs ; with which he kept such a watchful eye on the French coast, and seized such a great quantity of arms and ammunition shipped there for the pretender's service, that his majesty, to reward his services, created him a baronet, presented him with a ring of great value, and gave him other marks of his royal favour.

We are now to enter upon the most remarkable scene of action our admiral was ever concerned in. This was the famous expedition of the British fleet to Sicily, in the year 1718, for the protection of the neutrality of Italy, and the defence of the emperor's possessions against the invasion of the Spaniards, who had the year before surprised Sardinia, and had this year landed an army in Sicily.

He sailed from Spithead about the middle of June 1718, with twenty ships of the line of battle, two fire-ships, two bomb vessels, an hospital ship, and a store ship. This squadron arrived, on the first of August, in the bay of Naples, into which the fleet standing with a gentle gale, drawn up in a line of battle, most of them capital ships, and three of them carrying flags, afforded such a spectacle as had never been seen in those ports before. The whole city was in a tumult of joy and exultation ; the shore was crowded with multitudes of spectators, and such an infinite number

of boats came off, some with provisions and refreshments, others out of curiosity and admiration, that the bay was covered with them.

The viceroy, count Daun, being ill with the gout, and having sent his compliments to the admiral, he went on shore, attended by the flag-officers and captains in their boats; and was saluted at his landing by all the cannon round the city and castles, and was conducted to the court through an infinite throng of people, with the greatest acclamations of joy, and all the honours and ceremonies usually paid to a viceroy of that kingdom.

Here the admiral entered into a conference with count Daun, from whom he learned, that the Spanish army, consisting of thirty thousand men, commanded by the marquis de Lede, had landed on the second of July in Sicily, and had soon made themselves masters of the city and castle of Palermo, and of great part of the island; that they had taken the town of Messina, and were carrying on the siege of the citadel, &c.

After the conference, the admiral was splendidly entertained at dinner, and then lodged at the palace of the duke de Matalona, which had been magnificently fitted up for his reception.

The next morning they had another conference on the measures to be taken in that conjuncture of affairs; when it was agreed, that the viceroy should send two thousand German foot, in tertans, to Messina, to relieve the citadel and fort St Salvador, under the protection of the English fleet, which accordingly sailed on the sixth of August from Naples, and arrived on the ninth in sight of the Faro of Messina.

Here the admiral, desirous of trying every method of negociation, before he proceeded to the extremity of his orders, dispatched his first captain with orders to Messina, with a letter to the marquis de Lede; wherein, after acquainting him upon what account he was sent there, he proposed a cessation of arms for two months, that their respective courts might have time to conclude such resolutions as might restore a

lasting peace ; but added, that if he was not so happy as to succeed in this offer of his service, he should then be obliged to use all his force, to prevent farther attempts to disturb the dominions his master stood engaged to defend.

The general returned for answer, that he had no powers to treat, and consequently could not agree to a suspension of arms, but must follow his orders, which directed him to seize upon Sicily for his master the king of Spain.

According to the best accounts the admiral could receive, he was led to conceive, that the Spanish fleet was sailed from Malta, in order to avoid him ; and therefore, upon receiving the marquis's answer, he immediately weighed, with an intention to come with his squadron before Messina, in order to encourage and support the garrison in the citadel ; but, as he stood about the point of the Faro of Messina, he saw two Spanish scouts in the Faro ; and being informed at the same time by a felucca, which came from the Calabrian shore, that they saw from the hills the Spanish fleet lying by, the admiral altered his design, and, sending away the German troops to Reggio, under the convoy of two men of war, he stood through the Faro with his squadron with all the sail he could after their scouts, imagining they would lead him to theirs ; which accordingly they did ; for, before noon, he had a view of their whole fleet lying by, and drawn into a line of battle, which the admiral followed, and soon after came up with.

The consequence was, that he engaged and entirely ruined them, while captain Watson did the same by the other part of the fleet, which stood in for the Sicilian shore.

In 1719, sir George, as soon as the whole fleet was joined, dispatched his eldest son to England ; who arriving at Hampton court in fifteen days, brought thither the agreeable confirmation of what public fame had before reported, namely, the entire defeat of the Spanish fleet ; and upon which the king had written a letter to the admiral with his own hand.

In the mean time, the admiral prosecuted his affairs with great diligence, procured the emperor's troops free access into the fortresses that were still held out in Sicily, brought their Sicilian gallies from Malta, and soon after received a letter from the emperor, written with his own hand, accompanied with a picture of his imperial majesty set round with large diamonds, as a mark of the services which had been rendered by his excellency to the house of Austria.

Early in the spring the admiral returned to Naples, where he adjusted every thing with the viceroy and the German general for the reduction of Sicily.

Our admiral was received with great honour and respect at Genoa. At his arrival, the town saluted his flag with twenty-one guns, and his person with ten guns and twenty chambers; and the republic sent off six deputies, three of the old and three of the new nobility, to compliment him upon his arrival.

After a stay of about three weeks, he sailed with all the transports to Sicily, and arrived before Messina on the eighth of October; which so elevated the spirits of the army, then besieging the citadel, that, upon the first sight of the fleet, they made a vigorous attack upon a half-moon, and carried it. The admiral, repairing ashore to the general's quarters, was embraced by him, and all the general officers, with the most tender marks of affection and gratulation, the whole army being overjoyed to see a man who brought them relief and success, and every good that attended them.

In ten days after the admiral's arrival at Messina the citadel surrendered to the Germans; after which sir George reembarked a great part of the army, and landed them upon another part of the island; by which means they distressed the enemy to such a degree, that the marquis de Lede, commander of the Spanish forces, proposed to evacuate the island; which the Germans were very desirous of agreeing to, and sent to Vienna for instructions: but the admiral protested against it, and declared that the Spanish troops should

never be permitted to quit Sicily and return home, till a general peace was concluded; and sent his eldest son to Vienna, with instructions, if the imperial court listened to the proposal of the Spanish general, to declare, that his father could never suffer any part of the Spanish army to depart out of the island, till the king of Spain had acceded to the quadruple alliance, or till he received positive instructions from England for that purpose. In this, sir George certainly acted as became a British admiral; who, after having done so many services for the imperialists, might surely insist on their doing what was just in respect to us, and holding the Spanish troops in the uneasy situation they now were, till they gave ample satisfaction to the court of London, as well as to that of Vienna.

The admiral, after he had settled all affairs in Sicily, sailed, in August 1720, to Cagliari, in Sardinia, where he assisted at the conferences of the ministers and generals of the several powers concerned; wherein was regulated the manner of surrendering the island by the Spanish viceroy to the emperor, and the cession of the same to the duke of Savoy; and, at the instance of this prince, the admiral did not depart, till he had seen the whole fully executed, the Spanish troops landed in Spain, and the duke of Savoy put into quiet possession of his new kingdom of Sardinia, in exchange for Sicily, according to the quadruple alliance: in all which affairs the admiral arbitrated so equally between them, that even the king of Spain expressed his entire satisfaction in his conduct to the British court: and his behaviour was so acceptable to the duke Savoy, that his sincere acknowledgments to him were accompanied with his picture set in diamonds.

Thus ended the war of Sicily, wherein the British fleet bore so illustrious a part, that the fate of the island was wholly governed by its operations; both agreeing, that the one could not have conquered, nor the other have been subdued, without it.

Never was any service conducted, in all its parts, with greater zeal, activity, and judgment; nor was ever the British flag in so high reputation and respect in those distant parts of Europe.

After the performing so many signal services, the admiral departed from Italy to attend his majesty to Hanover; and the king, among many other gracious expressions of favour and satisfaction, told him, that he had found out the secret of obliging his enemies as well as his friends; and, that the court of Spain had mentioned, with great acknowledgments, his fair and friendly behaviour in the provision of transports, and other necessities, for the embarkation of their troops, and in protecting them from many vexatious oppressions that had been attempted. No wonder, that a man endowed with such talents, and such a disposition, left behind him in Italy, and other foreign parts, the character of a great soldier, an able statesman, and an honest man.

During his majesty's stay at Hanover, he began to reward the eminent services of sir George Byng, by making him treasurer of the navy, and rear-admiral of Great Britain, and, on his return to England, one of his most honourable privy-council.

In 1721, he was created a peer of Great Britain, by the title of viscount Torrington, and baron Byng of Southill, in Devonshire; and, in 1725, he was installed one of the knights of the Bath.

At his late majesty's accession to the throne, he was appointed first commissioner of the admiralty; in which high station he breathed his last, at his house in the Admiralty, of an asthma, in June 1733, in the seventieth year of his age, and was buried at Southill, in Bedfordshire.

During the time his lordship presided in the admiralty, he laboured in improving the naval power of this kingdom; in procuring encouragement for seamen, who in him lost a true friend; in promoting the scheme for establishing a corporation for the relief of

widows and children of commission and warrant officers in the royal navy ; and in every other service to his country that he was capable of.

He married, in 1692, Margaret, daughter of James Master, esq. of East Landen, in Kent, by whom he had eleven sons and four daughters ; but only three of the former and one of the latter survived him.

SIR JOHN BALCHEN.

SIR JOHN BALCHEN was born on the 2d of February 1669, and during his youth properly instructed in the several arts necessary to form a complete seaman. At his first entrance on board the royal navy, he served several years in very inferior stations, whereby he became a thorough master of every branch of his profession. On the 25th of July 1697, he was appointed captain of the *Virgin prize*, and thence to the time of his death considered as one of the most active commanders in the royal navy. He never sacrificed the honour of his country to the designs of a party, or his own private interest. The welfare of his country, and the honour of the British flag, were the great motives that influenced his conduct, and to promote these the greatest pleasure of his life. The merchants were highly sensible of the advantages which the commerce of the nation derived from his care and vigilance; and the privateers of the enemy felt so often the effects of his courage and intrepidity, that they dreaded even the name of the ship which Balchen commanded.

In the year 1718, he commanded the *Shrewsbury*, in the fleet under sir George Byng, when the Spanish fleet were almost totally destroyed. In this action captain Balchen behaved with the greatest heroism. In the year 1738, he was appointed rear-admiral of the blue, and in the year 1731, commanded under sir Charles Wager, when don Charles was placed on the Neapolitan throne. In the year 1734, he was made rear-admiral of the white, and commanded a large squadron at Plymouth, which was intended to join the grand fleet under sir John Norris; and in 1739, was appointed vice-admiral of the red.

On the 23d of October 1739, war was declared against Spain; and in the spring of the succeeding year, the ministry received intelligence, that the Armada ships were soon expected in Old Spain, under the convoy of admiral Pizarro; this determined them to

send a squadron to intercept them. Accordingly Balchen was named, and dispatched with four ships of the line, to cruize for them off Cape Finisterre. He punctually obeyed his orders, and reached his station on the 20th of April, where he was joined by two more men of war. But his vigilance was rendered abortive by an advice-boat sent from Old Spain, which had the good fortune to meet Pizarro, and acquainted him of the danger. On receiving this intelligence, the Spanish admiral altered his course, and instead of standing for Cape Finisterre, steered to the northward till he made the Lizard Point, and from thence directed his course to St Andro, a Spanish port in the Bay of Biscay, where he safely arrived with an immense treasure. On the 9th of August 1744, Mr Balchen was appointed admiral of the white, and soon after knighted by his majesty, and made governor of Greenwich hospital, as some acknowledgment for the many services he had done his country: a station very proper to a person of his advanced age, and where he expected to spend the remainder of his days in peace. But these pleasing expectations soon vanished; his country once more demanded his service, and he, with alacrity, obeyed the summons.

Sir Charles Hardy had been sent with a large convoy of store ships to admiral Rowley in the Mediterranean, who was in the utmost distress, his ships being almost destitute of provisions, and their rigging in a very indifferent condition. Nor were the French either ignorant of this distress, or so careless as not to profit by it. They sent out a fleet under the command of M. Rochambault, to prevent sir Charles Hardy from joining admiral Rowley, well knowing that the latter could attempt nothing without these stores. Sir Charles, however, arrived safe at Lisbon, where the French discovered him, and blocked up his fleet in the Tagus. There was an absolute necessity for relieving sir Charles, and consequently of sending an officer, whose courage and conduct could be depended on. In this extremity, the ministry cast their eyes on admiral Balchen, who accordingly took the command of a large

fleet, and hoisted his flag on board the *Victory*, one of the largest and finest ships in the royal navy, and, on the 7th of August, sailed from Spithead, to relieve sir Charles Hardy. He arrived at Lisbon on the 9th of September, and being joined by sir Charles, proceeded to Gibraltar, the French squadron at his approach retiring into Cadiz, and leaving the sea open to the British flag.

This important service being performed, sir John was desirous of once more shewing the French what they had to expect from a powerful English fleet, and accordingly cruised for some time on the coast of Portugal, hoping to meet at least with some of the Brest fleet; but in this he was disappointed, the French commander taking care to prevent his design, by keeping his whole fleet in the harbour of Cadiz. The admiral finding it in vain to wait any longer for the enemy, left the coast on the 28th of September, steering for England; but on the 3d of October he was overtaken by a violent storm, which dispersed the whole fleet; though all, except the *Victory*, arrived safe at St Helen's, in a shattered condition, on the 10th of October: but that unfortunate ship had a very different fate: she was separated from the fleet on the 4th of October, and driven on the rocky coast of Alderney, where she struck on the Caskets. The inhabitants of Alderney heard the guns which the admiral fired as signals of distress; but the tempest raged with such uncommon violence, that no assistance could be given. The signal guns were continued during the whole night, but early in the morning she sunk, and every person on board perished. She was manned with eleven hundred of the most expert seamen in the royal navy, exclusive of fifty gentlemen of family and fortune, who went as volunteers. Thus one of the most experienced admirals, together with eleven hundred and fifty men, were lost in a moment to their friends and country.

How uncertain are the expectations of mortals! on what tottering foundations do they build their hopes! The gallant Balchen had performed the important ser-

vice which called him from his retreat, and had entered the British Channel on his return. He was retreating for ever from the rage of the ocean, and from the dangers, difficulties, and hardships attending a sea-faring life. But when every danger was in appearance past, and every difficulty surmounted, when he was almost in sight of the harbour of repose, and the end of all his toils, a raging tempest blasted his pleasing hopes, and put a period at once to his life and expectation. The whole nation expressed a deep and generous concern for this terrible misfortune ; and his late majesty was graciously pleased to settle a pension of 500*l. per annum* on the admiral's lady during her life ; and to perpetuate the memory of so great a commander, a small but elegant monument was erected in Westminster-abbey exhibiting the bust of the admiral, and in basso relievo the unfortunate shipwreck of the Victory.

Sir John died October 7, 1744, leaving one son and one daughter ; the former of whom, George Balchen, survived him but a short time ; for being sent to the West Indies, in 1745, commander of his Majesty's ship the *Pembroke*, he died at Barbadoes in December the same year, aged twenty-eight, having walked in the steps and imitated the virtues and bravery of his gallant but unfortunate father.

SIR CLOUDESLEY SHOVEL.

This gallant naval officer was born in the year 1650, to parents but in middling circumstances, who, having expectations from a relation of theirs called Cloudesly, bestowed that name upon their son, with a view of recommending him to his notice: but being disappointed in their expectations, young Cloudesly Shovel was put out apprentice to a shoemaker; and in this trade he applied himself for some years. But being of an aspiring genius, and finding no likelihood of raising his fortune this way, he went to sea as a cabin-boy, under sir Christopher Mynns; when after assiduously studying navigation, for which he had a natural genius, he soon became an able mariner, and quickly arrived at preferment, especially from the recommendation of the celebrated admiral sir John Narborough, who having, by mere dint of capacity, raised himself to the highest honours of his profession, was the generous patron of those in whom he discovered any extraordinary merit.

After the conclusion of the second Dutch war, our merchants were much harassed in the Mediterranean by the Tripoline corsairs, notwithstanding the several treaties of peace concluded with them. These insults enraged Charles II. in 1674, to send a strong squadron to those parts, under sir John Narborough, who arrived before Tripoli in the spring of that year; where, on the appearance of the enemy's strength, and the nature of his instructions, which directed him to try negotiation rather than force, he was induced to send to the dey of Tripoli a person in whose capacity he could confide, with moderate terms of accommodation, only to desire satisfaction for what was past, and security for the future. The admiral pitched upon Mr Shovel, then a lieutenant under him, to deliver this message; which he did with uncommon spirit: but the dey, from a contempt of his youth, treated him very disrespectfully, and at the same time dismissed him with an indefinite answer.

Mr Shovel, on his return, acquainted sir John with the remarks he had made on shore, and was sent back again with another message, and instructed with proper rules for further inquiry and observation. The dey treated Mr Shovel worse the second time; but he bore it patiently, and made use of it as an excuse for staying longer on shore.

When he came back, he assured the admiral, that, notwithstanding the lines and forts, it was practicable to burn the ships in the harbour. Accordingly, lieutenant Shovel, with all the boats filled with combustibles, boldly entered the port in the night of the fourth of March 1675, and performed this service, with a degree of success which is hardly conceivable.

Nor was it long before Mr Shovel was rewarded for his behaviour; of which such honourable mention was made by sir John in all his letters, that Mr Shovel, the next year, was made commander of the *Sapphire*, a fifth-rate; and soon after removed to the *James* galley a fourth-rate, where he continued till the death of king Charles II.

Prudential reasons induced king James to employ captain Shovel, who, though he was far from being acceptable to him, had the command of the *Dover*, a fourth-rate, given to him; and in this situation he continued till the revolution.

This event, so agreeable to the captain's own sentiments, added to his activity, animated him to signalize himself in the service of his new sovereign; and accordingly, in the first engagement in this reign, against the French, off Bantry-bay, he distinguished himself so much, by his courage and conduct, in the *Edgar*, a third-rate, that upon king William's coming down to Portsmouth, he was pleased to confer on him the honour of knighthood: and being employed in June 1691, to convoy the king and his army to Ireland, his majesty was so highly pleased with his indefatigable care and attention, that he not only promoted him to the rank of rear-admiral of the blue, but also delivered him his commission with his own hands.

On the tenth of July, king William receiving intelligence that the enemy intended to send above twenty small frigates into St George's Channel, in order to burn the transports, he was ordered to cruise off Scilly, or in such station as he should think proper for frustrating that design. This he accordingly did till the twenty-first of July, without meeting with any thing remarkable, and then was joined by the *Dover* and *Experiment*, from the coast of Ireland, when he took a ketch which came out of Kinsale, on board of which were several officers who were following king James to France, to accompany him in his intended descent on England.

Sir Cloudesley Shovel sailed afterwards to Kinsale, where he soon had an opportunity of demonstrating his zeal for the service. General Kirk being, with a small number of men, before the strong town of Waterford, could not take it, on account of a numerous garrison in Duncannon castle, commanded by general Bourk for king James, who gave out, that he would defend both the fort and the town to the last extremity, and as long as one stone remained upon another.

Sir Cloudesley rightly judging, that this bravery in a great measure, arose from the intelligence he had that general Kirk had not a single cannon, sent the latter word, that he would assist him, not only with guns, but boats and men from his squadron: which proposition being accepted by the general, the former surrendered the place before so much as one stone was beat from another.

The remainder of this year sir Cloudesley spent mostly in cruizing, till he was ordered to join sir George Rooke's squadron, which convoyed king William from Holland, and did not return to the Downs till January following.

It was sir Cloudesley's happiness, that, as his courage and sincerity were equally unquestionable, and his services were well intended, they generally were well received; so that, if at any time he missed of success, nobody ever pretended to lay any imputations on his

the stormy weather, and incumbrance of prizes, he arrived safe in the Downs in November.

In consequence of this service, the court resolved to employ him in the most momentous affairs for the future; so that, in 1703, the command of the grand fleet up the Streights was conferred on him; where he did every thing in his power: for, though his instructions were very large, yet he wanted force to accomplish any part of what they contained. Such conjunctures as these are the touchstone of an admiral's skill and capacity, of which sir Cloudesley gave eminent proofs in this expedition; for he protected our trade from all attempts of the French, did all in his power for the relief of the Protestants in the Cevennois, he countenanced such of the Italian princes and states as were favourable to the cause of the allies, and struck such a panic into those who were friends to the French, that they durst not perform what they had promised to that court.

This he did with a fleet indifferently manned, and still worse victualled; insomuch that, when the management of our maritime affairs was severely censured that year by the house of commons, all parties agreed sir Cloudesley had done his duty in every respect.

In 1704, sir George Rooke having the command of the grand fleet in the Mediterranean, sir Cloudesley Shovel was sent with a powerful squadron to reinforce him; and by joining the fleet in the month of June, he was very instrumental in the success which followed, thereby disappointing all the French schemes, though that nation boasted they should be able that summer to restore their maritime power, and give law to the allies at sea.

He bore a part in the glorious action off Malaga, on the thirteenth of August 1704; in which he behaved with the utmost bravery, and had the good fortune to escape very well, though, as he himself wrote in his letter, he never in his life took more pains to be well beaten; and was far from assuming to himself the glory of beating the French, while sir George Rooke only

looked on, or fought at a distance, as was asserted by his enemies ; the contrary of which is evident, from his own letter. After this victory, the French never durst face our fleets.

Upon sir Cloudesley Shovel's return, he was presented to the queen by prince George of Denmark, the lord high-admiral, and was very graciously received ; and next year, it becoming necessary to send both a fleet and an army into Spain, he accepted of the joint command of the former, with the earls of Peterborough and Montmouth.

Accordingly, in June, arriving at Lisbon with the fleet, which consisted of twenty-nine line-of-battle ships, towards the end of that month, he sailed from thence to Catalonia, and on the twelfth of August came before Barcelona, where the siege of that place had been undertaken by the English army, though very little superior to the garrison within the town.

Never was a more untoward situation than that in which sir Cloudesley found himself here ; for, besides a difference of opinion which prevailed among the land-officers concerning the impracticability of the scheme, and the prince of Hesse and the earl of Peterborough disagreeing, all things necessary for carrying on the siege were wanting ; so that their whole dependence was upon admiral Shovel ; nor was that great man wanting in his zeal for the service of the public ; he supplied the batteries both with guns and men, and the army with military stores. In short, it was principally owing to him that the place was then taken.

Sir Cloudesley also commanded the fleet the next year, but did not arrive at Lisbon before the month of November ; he, however, did all that could be expected from him, though his endeavours had not the wished for success. The generals and favourites of king Charles III. of Spain were so divided in their sentiments, that nothing could be expected from their councils ; nor was it in the power of sir Cloudesley to bring about a reconciliation between them, though

LORD ANSON.

GEORGE LORD ANSON was the second and youngest son of William Anson, esquire, of Shuckborough, by Elizabeth, sister to the countess of Macclesfield, and aunt to the present earl. In the early part of his life, he took great delight in reading the accounts of our most distinguished navigators and admirals, which his father observing, he gave him a suitable education, and bred him to the sea. In 1722, he was appointed captain of the *Weazle* sloop; and, the year following, captain of the *Scarborough* man of war.

On the breaking out of the Spanish war, he was recommended to his majesty for the command of a squadron destined to annoy the enemy in the South Seas; and, by an unfrequented navigation, to attack them with vigour in their remotest settlements.

On the 18th of September 1740, Mr Anson sailed from St Helen's, in the *Centurion* of sixty guns, with the *Gloucester* and *Severn* of fifty guns each, the *Pearl* of forty, the *Wager* store-ship, and the *Tryal* sloop. His departure having been retarded some months beyond the proper season, he did not arrive in the latitude of Cape Horn till about the middle of the vernal equinox, and in such tempestuous weather, that it was with much difficulty that the *Centurion*, with the *Gloucester*, and the sloop, could double that dangerous cape; and his strength was considerably diminished by the putting back of the *Severn* and *Pearl*, and the loss of the *Wager* store-ship. But, notwithstanding this disappointment, and the havoc that the scurvy had made among the ships that were left, he arrived at the uninhabited island of Juan Fernandez. Here he repaired his damages, and refreshed his men, and afterwards, with the above inconsiderable armament, kept for eight months the whole coast of Peru and Mexico in continual alarm, made several prizes, took and plundered the town of Paita, and, by his humane behaviour to his prisoners, impressed on their minds a lasting idea of British generosity. At length,

with the Centurion only, (the other two ships having been destroyed), he traversed the vast extent of the Pacific Ocean, in a three months voyage; during which time his numbers were so much further reduced by sickness, that it was with the utmost difficulty he reached Tinian, one of the Ladrone islands.

" This island, (says the author of Lord Anson's voyage round the world), is about twelve miles in length, and in breadth about six. The soil is everywhere dry and healthy, and somewhat sandy, being so disposed to a rank and over luxuriant vegetation, raises the meadows and the bottoms of the woods to a much nearer and smoother than is usual in hot climates. The land rises by an easy slope, from the very beach where we watered to the middle of the land; though the general course of its ascent is often interrupted and traversed by gentle descents and valleys; and the inequalities that are formed by the different combinations of these gradual swellings of the ground are most beautifully diversified by large lawns, which are covered with a very fine trefoil, intermixed with a variety of flowers, and are skirted by woods of tall spreading trees, most of them celebrated either for their aspect or their fruit. The turf of the lawns is perfectly clean and even, and the bottoms of the woods, in many places, clear of all bushes and underwoods; and the woods themselves usually terminate on the lawns with a regular outline, neither broken, nor confused with straggling trees, but appearing as uniform as if laid out by art. Hence arose a great variety of the most elegant and entertaining prospects, formed by the mixture of these woods and lawns, and their various intersections with each other, as they spread themselves differently through the valleys, and over the slopes and declivities with which the place abounds. The animals too, which, for the greatest part of the year, are the sole lords of this happy soil, partake, in some measure, of the romantic cast of the island, and are no small addition to its wonderful scenery: for the cattle, of which it is not uncommon to see herds of some thousands feeding to-

gether in a large meadow, are certainly the most remarkable in the world. They are all of a milk white, except their ears, which are generally black; and, though there are no inhabitants here, yet the clamour and frequent parading of domestic poultry, which range the woods in great numbers, perpetually excite the ideas of the neighbourhood of farms and villages, and greatly contribute to the beauty and cheerfulness of the place.

“ The cattle on the island, we computed, were at least ten thousand, and we had no difficulty in getting near them, as they were not shy of us. Our first method of killing them was shooting them; but, at last, when, by accidents, we were obliged to husband our ammunition, our men ran them down with ease. Their flesh was extremely well tasted, and believed by us to be much more easily digested than any we had ever met with. The fowls too were exceeding good, and were likewise run down with little trouble; for they could scarce fly further than an hundred yards at a flight, and even that fatigued them so much, that they could not readily rise; so that, aided by the openness of the woods, we could at all times furnish ourselves with whatever number we wanted. Besides the cattle and poultry, we found here vast quantities of wild hogs. These were most excellent food; but, as they were a very fierce animal, we were obliged either to shoot them, or to hunt them with large dogs, which we found upon the place at our landing, and which belonged to a detachment that was upon the island, amassing provisions for the garrison of Guam. These dogs having been purposely trained to the killing of the wild hogs, they followed us very readily, and hunted for us: but though they were a large breed, the hogs fought with so much fury, that they frequently destroyed them; so that, by degrees, we lost the greatest part of them.

“ But this place was not only extremely agreeable to us from the plenty and excellency of its fresh provisions, but was as much, perhaps, to be admired for its fruits and vegetable productions, which were most

Fortunately adapted to the cure of the sea-scurvy, that had so terribly reduced us; for in the woods there were inconceivable quantities of cocoa-nuts, with the cabbages growing on the same tree. There were, besides, guavaes, limes, sweet and sour oranges, and a kind of fruit peculiar to the islands, called by the Indians rima, but by us the bread fruit; for it was constantly eaten by us, during our stay upon the island, instead of bread, and so universally preferred to it, that no ship's bread was expended during that whole interval. It grew upon a tree which was somewhat lofty, and which, towards the top, divides into large and spreading branches. The leaves of this tree are of a remarkable deep green, notched about the edges, and are generally from a foot to eighteen inches in length. The fruit itself grows indifferently on all parts of the branches: it is in shape rather elliptical than round, is covered with a rough rind, and is usually seven or eight inches long; each of them grows singly, and not in clusters. This fruit is fittest to be used when it is full grown, but is still green; in which state its taste has some distant resemblance to that of an artichoke bottom, and its texture is not very different, for it is soft and spongy. As it ripens it grows softer and of a yellow colour, and then contracts a luscious taste, and an agreeable smell, not unlike that of a ripe peach; but then it is esteemed unwholesome, and is said to produce fluxes. Besides the fruits already enumerated, there were many other vegetables extremely conducive to the cure of the malady we had long laboured under; such as water-melons, dandelion, creeping purslain, mint, scurvy-grass, and sorrel; all which, together with the fresh meats of the place, we devoured with great eagerness, prompted thereto by the strong inclination which nature never fails of exciting in scorbutic disorders for these powerful specifics.

"It will easily be conceived, from what already hath been said, that our cheer upon this island was in some degree luxurious, but I have not yet recited all the varieties of provision which we here indulged in,

Indeed we thought it prudent totally to abstain from fish, the few we caught at our first arrival having surfeited those who eat of them; but considering how much we had been inured to that species of food, we did not regard this circumstance as a disadvantage, especially as the defect was so amply supplied by the beef, pork, and fowls already mentioned, and by a great quantity of wild fowl; for I must observe, that near the centre of the island there were two considerable pieces of fresh water, which abounded with duck, teal, and curlew; not to mention the whistling-plover, which we found there in the greatest plenty.

"It may, perhaps, be wondered at, that an island so excellently furnished with the conveniences of life, and so well adapted, not only to the subsistence, but likewise to the enjoyment of mankind, should be entirely destitute of inhabitants, especially as it is in the neighbourhood of other islands, which, in some measure, depend upon this for support. To obviate this difficulty it is necessary to observe, that it is not fifty years since the island was depopulated. The Indians we had in our custody assured us, that formerly the three islands of Tinian, Rota, and Guam, were all full of inhabitants, and that Tinian alone contained thirty thousand souls: but a sickness raging amongst these islands, which destroyed multitudes of the people, the Spaniards, to recruit their numbers at Guam, which were greatly diminished by this mortality, ordered all the inhabitants of Tinian thither; where, languishing for their former habitations and their customary method of life, the greatest part of them, in a few years, died of grief. Indeed, independent of that attachment which all mankind have ever shewn to the places of their birth and bringing up, it should seem, from what has been already said, that there were few countries more worthy to be regretted than this of Tinian. These poor Indians might reasonably have expected, at the great distance from Spain where they were placed, to have escaped the violence and cruelty of that haughty nation, so fatal to a large proportion of the human race: but it seems their remote situation

could not protect them from sharing in the common destruction of the western world, all the advantage they received from their distance being only to perish an age or two later.

“ Having mentioned the conveniences of this place, the excellency and quantity of its fruits and provisions, the neatness of its laws, the stateliness, freshness, and fragrance of its woods, the happy inequality of its surface, and the variety and elegance of the views it afforded, we must also observe, that all these advantages were greatly enhanced by the healthiness of its climate, by the almost constant breezes which prevail there, and by the frequent showers that fall, and which, though of a very short and almost momentary duration, are extremely grateful and refreshing, and are, perhaps, one cause of the salubrity of the air, and of the extraordinary influence it was observed to have upon us, in increasing and invigorating our appetites and digestion. This was so remarkable, that those among our officers who were at all other times very spare and temperate eaters, besides a slight breakfast, made but one moderate repast a-day, were here, in appearance, transformed into gluttons ; for, instead of one reasonable flesh-meal, they were now scarce satisfied with three, and each of them so prodigious in quantity, as would at another time have produced a fever or a surfeit : and yet our digestion so well corresponded with the keenness of our appetites, that we were neither disordered nor even loaded by this repletion ; for, after having, according to the custom of the island, made a large beef breakfast, it was not long before we began to consider the approach of a dinner as a very desirable, though somewhat tardy incident.

“ With respect to the water of this island, I must own, that, before I had seen this spot, I did not conceive that the absence of running water, of which it is entirely destitute, could have been so well replaced by any other means, as it is in this island ; for though there are no streams, yet the water of the wells and

springs, which are to be met with every where near the surface, is extremely good ; and, in the midst of the island, there are two or three considerable pieces of excellent water, the edges of which are as neat and even, as if they had been basons purposely made for the decoration of the place. It must, however, be confessed, that, with regard to the beauty of the prospects, the want of rills and streams is a very great defect, not to be compensated either by large pieces of standing water, or by the neighbourhood of the sea ; though that, on account of the smallness of the island, generally makes a part of a very extensive view.

“ As to the residence upon the island, the principal inconvenience attending it, is the vast number of muscitos, and various other species of flies, together with an insect called a trick, which, though principally attached to the cattle, would yet frequently fasten on our limbs and bodies, and, if not perceived and removed in time, would bury its head under the skin, and raise a painful inflammation. We found here two centipedes and scorpions, which we supposed were venomous, but none of us ever received any injury from them.”

From the island of Tinian, Mr Anson prosecuted his voyage to the river of Canton, in China, where he ordered the ship to be sheathed, and found means to procure a reinforcement of sailors. The chief object of his attention was the rich annual ship that sails between Acapulco in Mexico and Manilla, one of the Philippine islands. In hope of intercepting her, he set sail from Canton, and steered his course back to the Straights of Manilla, where she actually fell into his hands, after a short but vigorous engagement. The prize was called Nuestra Signora de Cabadonga, mounted with forty guns, manned with six hundred sailors, and loaded with treasure and effects to the value of three hundred and thirteen thousand pounds Sterling. With this windfall he returned to Canton ; from whence he proceeded to the Cape of Good Hope, and prosecuted his voyage to England, where he arrived in safety.

Though this fortunate commander enriched himself by an occurrence that may be termed almost accidental, the British nation was not indemnified for the expense of the expedition, and the original design was entirely defeated. Had the Manilla ship escaped the vigilance of the English commodore, he might have been, at his return to England, laid aside as a superannuated captain, and died in obscurity: but his great wealth invested him with considerable influence, and added lustre to his talents. He soon became the oracle which was consulted on all naval deliberations.

Soon after his return, he was appointed rear-admiral of the blue, and one of the lords of the admiralty. In April 1745, he was made rear-admiral of the white; and, in July 1745, vice-admiral of the blue. He was also chosen member of parliament for Heydon in Yorkshire. That winter he commanded the Channel squadron; and had not duke d'Anville's fleet, returning with disgrace from North America, been accidentally apprized of his station, his long and tempestuous cruize would then have been attended with his usual success. However, in the ensuing summer, he was once more crowned with wealth and conquest. Being then on board the Prince George, of ninety guns, in company with admiral Warren, and twelve other ships, he intercepted, off Cape Finisterre, on May 3, 1747, a powerful fleet, bound from France by the East and West Indies; and, by his valour and conduct, again enriched himself and his officers, and strengthened the British navy, by taking six men of war and four East Indiamen, not one of that fleet escaping. The speech of the French admiral, M. Jonquiere, on presenting his sword to the conqueror, deserves to be recorded: "Sir, you have conquered the Invincible, and Glory follows you," pointing to the two ships so named. For these repeated services, George II. rewarded him with a peerage, on the thirteenth of June, by the title of lord Anson, baron of Soberton in Hants. On the fifteenth of July, in the same year, he was appointed vice-admiral of the red

and, on the death of sir John Norris, was made vice-admiral of England.

In April 1748, his lordship married the honourable Miss Yorke, (eldest daughter of the late earl of Hardwicke, then lord high-chancellor), who died in 1760, without issue. In the same year, he was appointed admiral of the blue, when he commanded the squadron that convoyed the late king to and from Holland, and ever after constantly attended his majesty on his going abroad, and on his return to England. In June 1751, he was appointed first lord of the admiralty, in which situation he continued (with a very short intermission) till his death. In 1752, he was appointed one of the lords justices. In 1754, on the rupture with France, so active and spirited were his measures, that a fleet, superior to the enemy, was equipped and manned with amazing expedition. In 1758, being then admiral of the white, having hoisted his flag on board the Royal George, of one hundred guns, he sailed from Spithead on the first of June, with a formidable fleet, sir Edward Hawke commanding under him; and by cruizing continually before Brest, he covered the descents that were made that summer at St Maloes, Cherburgh, &c. After this, he was appointed admiral and commander in chief of his majesty's fleets.

The last service his lordship performed at sea was the convoying to England our present queen; for which purpose he sailed from Harwich in the Charlotte yacht, on the seventh of August 1761; and that day month, after a long and tempestuous voyage, landed the princess at the same place. At length, having been some time in a languishing state of health, he was advised to the Bath waters, from which he was thought to have received benefit; but, soon after his return, being seized suddenly, just after walking in his garden, he died at his seat at Moorpark, in Hertfordshire, on the sixth of June 1762. By his lordship's will, great part of his fortune devolved to his sister's son, George Adams, esq. member for Saltash, in Cornwall.

He was of a calm, cool, and steady disposition, but is said to have been frequently a dupe at play. His voyage round the world has been translated into most of the European languages. Though it is printed under the name of his chaplain, it was composed under his lordship's own inspection, and from the materials he himself furnished, by the ingenious Mr B. Robias.

ADMIRAL JOHN BYNG.

THE honourable John Byng, esq, the unhappy son of lord Torrington, was bred to the sea, and rose to the rank of admiral of the blue, and in that station was sent with a British fleet, in 1756, to the relief of Fort St Philip, in the island of Minorca, which had for some time been besieged by the French. He arrived off Minorca, and, on the 20th of May, in the same year, engaged the French fleet, commanded by M. Galissoniere ; but this engagement ended very little to the satisfaction of the English nation, and Minorca being soon after surrendered to the enemy, Mr Byng was sent for home, and tried by a court-martial, held on board the St George, in Portsmouth harbour, which began on the 28th of December 1756, and ended on the 27th of January following, when sentence of death was passed upon him, for not doing his utmost to take, seize, and destroy the ships of the French king. The court unanimously agreed, that he fell under part of the twelfth article of the act of the 22d of king George II. for amending the laws relating to the government of his majesty's ships ; but at the same time drew up an address to the lords of the admiralty, praying them to recommend admiral Byng to his majesty's clemency. But this address not being attended with success, he was shot on board his majesty's ship the Monarque, in Portsmouth harbour, on the 14th of March 1757.

ADMIRAL BOSCAWEN.

EDWARD BOSCAWEN was the second surviving son of Hugh late lord viscount-Falmouth, and having early entered into the navy, was, in 1740, appointed captain of the Shoreham, and behaved with great intrepidity as a volunteer under admiral Vernon, at the taking of Porto Bello. At the siege of Carthagena, in March 1741, he had the command of a party of seamen, who resolutely attacked and took a battery of fifteen twenty-four pounders, though exposed to the fire of another fort of five guns. Lord Aubrey Beauclerc being killed on the 24th of March, at the attack of Boca Chica, captain Boscawen succeeded him in the command of the Prince Frederic, of seventy guns. On the 14th of May 1742, he returned to England, and married Frances, daughter of William Glanville, esq. and the same year was elected representative in parliament for Truro, in Cornwall. In 1744, he was appointed captain of the Dreadnought, of sixty guns, and soon after took the Medea, a French man of war, commanded by M. Hoquart, the first king's ship taken in that war. On the 3d of May 1747, he signalized himself under the admirals Anson and Warren, in an engagement with the French fleet off Cape Finisterre, and was wounded in the shoulder with a musquet-ball. Here M. Hoquert, who then commanded the Diamant of fifty-six guns, again became his prisoner, and all the French ships of war, which were ten in number, were taken. On the 15th of July, he was appointed rear-admiral of the blue, and commander in chief of the land and sea forces, employed on an expedition to the East Indies; and on the 4th of November, he sailed from St Helen's, with six ships of the line, five frigates, and two thousand soldiers. On the 29th of July, in the year 1748, he arrived at St David's, and soon after laid siege to Pondicherry; but the men growing sickly, and the monsoons being expected, the siege was raised. Soon after he had news of the peace, and Madras was delivered up to him by the French.

In April 1750, he arrived at St Helen's, in Exeter, where he was informed, that in his absence he had been appointed rear-admiral of the white. He was, in 1751, made one of the lords commissioners of the admiralty, and chosen an elder brother of the Trinity-house. On the 4th of February 1755, he was appointed vice-admiral of the blue, and on the 19th of April, sailing in order to intercept a French squadron bound to North America, he fell in with the Alcide and Lys, of sixty-four guns each, which were both taken: on this occasion M. Hoquart became his prisoner a third time; and he returned to Spithead with his prizes, and one thousand five hundred prisoners. In 1756, he was appointed vice-admiral of the white, in 1758, admiral of the blue, and commander in chief of the expedition to Cape Breton, when, in conjunction with general Amherst, and a body of brave troops from New England, the important fortress of Louisbourg, and the whole island of Cape Breton was taken, for which he afterwards received the thanks of the house of commons. In 1759, being appointed to command in the Mediterranean, he arrived at Gibraltar, where hearing that the Toulon squadron, under M. de la Clue, had passed the Streights, in order to join the Brest fleet, he got under sail, and on the 19th of August saw, pursued, and engaged the enemy. His ship, the Namur, of ninety guns, losing her main-mast, he shifted his flag to the Newark, and, after a sharp engagement, took three large ships, and burnt two in Lagos Bay, and the same year arrived at Spithead with his prizes, and two thousand prisoners. On December 8th 1760, he was appointed general of the marines, with a salary of 3000*l.* per annum, and was also sworn one of the privy council. This brave admiral died at his seat at Hatchland Park, near Guildford, in Surrey, of a bilious fever, on the 10th of June 1761.

Admiral Boscawen was remarkable for leaning his head on one side; a habit which he contracted when a youth, by *taking off* an old servant of the family, and which he never could divest himself of.

LORD AUBREY BEAUCLERC.

THOUGH it is somewhat deviating from our plan, to give the life of any person below the rank of an admiral, we cannot omit to mention lord Aubrey Beauclerc, a brave but unfortunate commander, who was the youngest son of Charles duke of St Alban's, by Diana, daughter of Aubrey de Vere earl of Oxford. He went early to sea, and had the command of a ship given him in 1731. In 1740, he was sent upon the famous expedition to Carthage, under the command of admiral Vernon, in the Prince Frederick man of war, which, with three others, were ordered to cannonade the castle of Boccachica. One of these being obliged to quit her station, the Prince Frederick was exposed, not only to the fire from the castle, but to that of Fort St Joseph, and to two ships that guarded the mouth of the harbour, which he bravely sustained for many hours that day, and part of the next. As he was giving his commands upon deck, both his legs were shot off; but such was his magnanimity, that he would not suffer his wounds to be dressed till he had communicated his orders to his first lieutenant, which were, to fight till the last extremity. Soon after he gave some directions about his private affairs, and then resigned his soul, with the fortitude of a hero and the dignity of a Christian. Thus was lord Aubrey Beauclerc cut off, in the thirty-first year of his age. He was equalled by few in politeness, modesty, candour, and benevolence. He married the widow of colonel Francis Alexander, a daughter of sir Henry Newton, knight envoy extraordinary to the court of Florence and Genoa. Soon after his death a monument was erected to his memory in Westminster-abbey, adorned with arms, trophies, and naval ensigns, and in an oval niche, on a beautiful pyramid of dove-coloured marble, is a fine bust of this young hero; on this pyramid is an historical inscription to the above purpose, and over it the following lines:

132 LORD AUBREY BEAUCLERC.

" *Whilst Britain boasts her empire o'er the deep,*
 " *This marble shall compel the brave to weep ;*
 " *As men, as Britons, and as soldiers, mourn :*
 " *'Tis dauntless, loyal, virtuous Beauclerc's urn.*
 " *Sweet were his manners, and his soul was great,*
 " *And ripe his worth, tho' immature his fate ;*
 " *Each tender grace that joy and love inspires ;*
 " *Living he mingled with his martial fires :*
 " *Dying he bid Britannia's thunder roar,*
 " *And Spain still felt him, when he breath'd no more."*

ADMIRAL HAWKE.

EDWARD LORD HAWKE was the son of Edward Hawke, esq. of Lincoln's Inn, an eminent barrister-at-law. He entered into the navy at an early age; and after having, with great reputation, passed the necessary subordinate stations, he was, about the year 1733, made commander of the Wolf sloop of war; and in 1734, promoted to the rank of post-captain, and appointed to the command of the Hamborough frigate. In 1740, he commanded the Lark of forty guns, and in the course of ten years was progressively advanced to be captain of the Berwick of seventy guns, which was stationed in the van of the British fleet, under rear-admiral Rowley, in the engagement off Toulon. In this action, captain Hawke, rising superior to the conduct prescribed by the precise form of discipline, tore out of the line of battle and attacked the Poder, a Spanish ship of sixty guns, soon after which she struck: but being reduced almost to a wreck, and the whole French fleet bearing down, he was obliged to abandon his prize. For his conduct in this encounter he was brought to a court-martial, and sentenced to be dismissed the service, for breaking the line, and fighting without orders; but he was immediately restored to his rank, by the express command of George II. We find nothing related of this renowned character, till the fifteenth July 1747, when he was promoted to the rank of rear-admiral of the white, and sent with a strong fleet to intercept a number of French merchantmen, which were expected to sail from Nantz and Brest, under convoy of some men of war. He fell in with them near shore, when the French line-of-battle ships lay to and engaged, by which their convoy effected their escape. Admiral Hawke hoisted his flag on board the Devonshire, which, at the beginning of the action, was prevented from engaging, by the Eagle twice falling on board her, the wheel of that ship being shot to pieces, by which she became unmanageable. Nor was this the

only obstacle to prevent the gallant admiral from bearing down; for the breeches of the lower-deck guns of the Devonshire broke, so that the guns blew fore and aft, and the ship was obliged to be shot ahead; but as soon as these deficiencies were supplied, the admiral renewed the action. Six French men of war were taken, viz. the Terrible of seventy-four guns and six hundred and eighty men, the Monarch of seventy-four guns, Le Neptune of seventy guns, the Trident of sixty-four guns, Le Fougoux of sixty-four guns, each of them having on board upwards of six hundred and fifty men, and the La Severn of fifty guns and five hundred and fifty men. Admiral Hawke arrived at Portsmouth with his prizes on the 31st of October; and as a reward for his singular bravery and intrepid conduct, he was invested with the honourable order of the Bath. In January 1748, he was ordered out with a strong squadron to cruize in the soundings, when he removed his flag into the Kent. The Nottingham and Portland, two of the ships of his squadron, had the good fortune to capture, on the 31st, the Magnanime, a French ship of war of seventy-four guns. Nothing more of any importance happened during the cruize; and peace being soon afterwards concluded, he finally returned to Spithead, in July 1748, having been advanced to the rank of vice-admiral of the blue in May preceding. In 1749, he was appointed to command the squadron sent to convey the transports with the intended new settlers of the province of Nova Scotia. He afterwards sat as president on several courts-martial, in which his impartiality, and strict adherence to justice, were uniformly displayed. On the 15th of August 1750, having the command of a squadron lying at Spithead, he was visited on board the Monarch by the prince and princess of Wales, with several of their children, an honour which had never before been conferred on any admiral. In January 1753, he was appointed vice-admiral of the white, and in July following, he sailed from Portsmouth with a fleet of eighteen men of war, on a cruize in the Bay of Biscay. In 1756, he was appointed to

succeed admiral Byng in his command of the Mediterranean fleet. Accordingly he sailed from Portsmouth on this important expedition, superseded admiral Byng, and commanded the remainder of the year; but the French fleet not appearing, nothing of any consequence occurred during that period. On the 24th of June 1757, he was appointed to command the squadron which, with a body of land-forces under the command of sir John Mordaunt, was sent against Rochefort, on the coast of France. In this expedition, the late general Wolfe went a volunteer, landed on the coast, and expressed a desire of disembarking the troops. Sir Edward Hawke also engaged to do every thing in his power to assist the land-force in their attempt against Rochefort; but from some inexplicable cause, nothing was done, except taking the small island of Aix. On the 3d of April 1758, sir Edward forced a numerous fleet of merchantmen on shore in the Basque road. Afterwards, in the same year, he was second in command in the Ramilies, lord Anson being commander in chief; but being seized with a violent fever in the Bay of Biscay, he was obliged precipitately to return home.

The achievement which will immortalize the memory of this distinguished admiral, was the defeat of the French fleet under M. Conflans, on the 20th November 1769, off Belleisle, by which their long projected descent on Ireland was frustrated, and a decisive stroke given to the naval power of France. Sir Edward returned with his victorious fleet to Plymouth the 17th January 1760; and on the 21st, having repaired to London, was introduced to his majesty, who received him with the most cordial affection, and distinguished marks of favour; and to signify his high sense of this important service, he immediately settled on him a pension of two thousand pounds per annum for his own life, and successively to his two sons. The public applause with which he was received was superior to what had ever been manifested on a similar occasion. Being returned a member for the town of Portsmouth, he attended his duty in parliament till

the 15th August 1760. He sailed from Spithead in the Royal George of one hundred guns, to relieve admiral Boscawen in the Bay of Biscay. On the 5th of November 1765, he was promoted to the rank of vice-admiral, and on the 2d of December in the following year, was appointed first lord of the admiralty ; in which station he continued till January 1771, when he voluntarily resigned it. In 1776, his majesty was pleased to advance him to the dignity of a peer of Great Britain, by the title of baron Hawke of Towton, in the county of York.

He died, universally respected and lamented, on the 17th October 1781.

ADMIRAL RODNEY.

GEORGE BRIDGES LORD RODNEY was the second son of Henry Rodney, esq. who commanded the yacht in which the king, attended by the duke of Chandos, used to embark when visiting Hanover, and who, in consequence, obtained permission to name his son George Bridges. Our hero was born in December 1718. He entered the navy at a very early age; and having passed, with much honour to himself, his probationary years of service, embarked for the Mediterranean in the *Namur*, as one of the lieutenants, to admiral Mathews, early in the year 1742. On the 9th of November in the same year, he was promoted by him to be captain of the *Plymouth* of sixty guns, which commission was confirmed by the admiralty. On returning home soon afterwards, captain Rodney removed into the *Sheerness*, a frigate of twenty guns; and in 1744, was appointed to the command of the *Ludlow Castle* of forty-four guns. In 1746, he commanded the *Eagle* of sixty guns, then employed as a cruiser on the Irish station. In the month of October in the same year, he captured two large privateers, one of them a French ship, called the *Shoreham*, which had formerly been a frigate in our navy. He also made prizes of forty-eight sail of French merchantmen, part of one hundred and seventy sail, under the convoy of Monsieur Bois de la Motte, with four ships of the line. The war being soon terminated by a treaty of peace, signed at Aix-la-Chapelle on the 17th October 1748, captain Rodney continued to be employed, and in March 1749, was appointed to the *Rainbow*, a fourth rate. On the 9th of May he was appointed governor and commander in chief of the island of Newfoundland. His continuance on this dreary, but important station, terminated with the usual time of recal. In 1755, he was promoted to the command of the *prince George* of ninety guns, at Portsmouth; and in 1757, he served under sir Edward Hawke, in the unsuccessful expedition against Roche-

fort. In 1759, he was advanced to rear-admiral of the blue. This year was glorious to Great Britain, in every point of view ; nor was our gallant hero excluded from enjoying his share in the important successes of that memorable period. Having been stationed for some time in the Channel, with a considerable force, to watch the ports of Normandy ; he was ordered to bombard Havre-de-Grace, from whence the enemy had proposed to transport an army for the purpose of invading this country, in flat bottomed boats of a particular construction, called *prames*. In the beginning of July, rear-admiral Rodney cast anchor in the road of Havre, and the bombs being placed in the narrow part of the Channel leading to the Harfleur, the next morning they began to throw their shells, and continued the bombardment without intermission for fifty two hours. The town was several times set on fire, and the magazine of stores for the flat bottomed boats burnt with great fury for about six hours. The inhabitants deserted their houses in the utmost consternation, whilst a numerous body of French troops was employed in throwing up entrenchments, erecting new batteries and firing with shot and shells at the assailants. A considerable number of the boats destined for our destruction were overset, sunk, or so much damaged, as to be of no farther service. Mr Rodney had thus the pleasing satisfaction of totally frustrating the design of the French court, and destroying the hostile preparations against this country, as well as ruining the port itself as a naval arsenal. In January 1780, he took nineteen Spanish transports, a sixty gun ship, and five frigates ; and a short time after he was again victorious over the Spaniards, and took their admiral and five ships. But his greatest victory was over the count de Grasse in the West Indies in 1782, for which he obtained a peerage, and a pension of two thousand pounds a-year for himself and his immediate successors.

Lord Rodney died on the 24th of May 1792.

LORD VISCOUNT KEPPEL.

LORD VISCOUNT KEPPEL, the second son of William second earl of Albemarle, was born on the 2d April 1725. He was sent, at an early age, to sea, under the care of commodore Anson, when he was ordered to the South Seas. At the attack of Païta, one of the few hostile encounters in which that armament was concerned, our hero is said to have had a very narrow escape; for having on a jockey cap, one side of the peak was shaved off close to his temple by a ball, which, however, did him no injury. After the capture of the galleon, he was promoted to the rank of lieutenant. On his return to England, he was appointed to the command of a sloop of war, and in the same year, to be captain of the Sapphire frigate. This vessel was employed as a cruiser, in which her commander was extremely active. In April 1745, he captured a large and valuable French ship, called the *Atalanta*, and next month a Spanish privateer, called the *Superbe*, belonging to Bilboa. In July 1747, he ran so close to the coast of France, that the *Maidstone* of fifty guns, which he then commanded, was unfortunately lost, but the lives of himself and crew were happily preserved. Being honourably acquitted of all blame that might be thought attachable to that accident, he was appointed captain of the *Fox* of sixty guns, one of the cruisers in the channel.

The piratical states of Barbary, who had for a considerable time been bribed into civility to the English flag, happened, at this time, to give loose to their predatory disposition. Four Algerine cruisers fell in with the *Prince Frederic* packet-boat, bound from Lisbon to Falmouth, which they detained, under the frivolous pretext, that the captain named in the commission was not on board, and that the money and diamonds with which she was freighted belonged to the Jews. They therefore carried her into Algiers, where they plundered her of all the effects on board, estima-

ted at twenty-five thousand pounds, and detained the vessel twenty-three days, all which time the crew were civilly treated, and suffered no loss in their private property. After the Algerines had thus plundered the vessel, they suffered her to proceed on her voyage, and she arrived at Falmouth on the 7th of May 1749. This outrage occasioning seven ships of war to be fitted out immediately, the command was given to commodore Keppel, who took on board certain presents to the dey, the forwarding of which had been neglected, and which that prince having been long accustomed to receive, laid claim to by prescription. The commodore was also charged with a letter from the secretary of state, demanding restitution of the effects which had been thus seized. Mr Keppel arrived there the beginning of August, and in an audience of the dey, made known the purpose of his embassy. The muselman accepted the presents, but declared himself unable to make the restitution, as the property in question was now dispersed among individuals; from whom it could by no means be collected. The commodore, finding he could not obtain a more satisfactory answer, proceeded to Port Mahon, from whence he dispatched the Trial sloop for farther instructions from the admiralty. Government, however, thought proper to pass by the affront, and received an ambassador from the Algerines.

In September 1754, he was appointed commodore of the squadron sent to escort the troops from Virginia, which were commanded by the unfortunate general Craddock; and, returning to Europe after his defeat, was appointed to the Swiftsure. From that ship he was removed into the Torbay, and ordered into the Mediterranean with a squadron that consisted of four ships; but on account of the sickness of the crew, was obliged to return to Plymouth. In the ensuing month he was sent out senior officer of a small squadron ordered to cruise in the soundings. No other particular mention is made of him till the ensuing year, when he served under sir Edward Hawke in the expedition against Rochfort, but had no oppor-

tunity of signalizing himself. At the conclusion of the year, he was appointed commander-in-chief of the expedition against the French settlement of Goree in Africa: he sailed, with a considerable squadron, on the 19th of October; and the following concise account of the enterprize, in a letter to the secretary of state, is given by the commodore himself.

“ Sir, I arrived here, with the squadron under my command, on the 28th of December last, in the evening. The next morning, agreeable to his majesty's instructions, I attacked with the ships the fort and batteries on the island of Goree, which were soon reduced to desire permission to capitulate. The governor's demands were, to be allowed to march the French troops out of the garrison with the honours of war. His terms I absolutely rejected, and began a fresh attack; it was, however, but of short duration, when the forts, garrison, &c. surrendered at discretion to his majesty's squadron.”

The commodore having taken his prisoners on board, and left a sufficient garrison to secure his conquest, repaired to Senegal, on the 27th of January, in order to make some necessary arrangements there; which being accomplished, he returned to England, and arrived there on the 1st of March. He passed the remainder of the year as a private captain in the Channel fleet, under sir Edward Hawke, and greatly assisted in the defeat of the French armament under the marquis de Conflans: the Torbay closely engaged the Thesse of seventy-four guns, and at length sunk her, when all on board perished; every attempt to save the men being ineffectual, whilst the sea ran mountains high.

In 1760, a powerful armament had been prepared by the British ministry, for an expedition on the coast of France, but the death of George the Second put a temporary stop to the progress of that plan. It was resumed, however, in the ensuing spring; and that very considerable force, which, during the preceding summer, had continued inactive at Spithead, sailed from thence on the 29th of March 1761: it was destined to attack the island of Belleisle, situated about

four leagues from the point of Quiberon, on the coast of Bretagne. The fleet was under the command of commodore Keppel, and the land-forces under general Hodgson. This force arrived off Belleisle, on the 7th of April. It was agreed to attempt to land on the south side of the island, in a sandy bay, near Lochmaria Point. Here the enemy were in possession of a small fort : they had moreover entrenched themselves on an excessive steep hill, the foot of which was scarped away. An attempt to land was made in three places with great resolution : a few grenadiers got on shore and formed themselves ; but, as they were not supported, the greater part of them were made prisoners. The rest of the army, after several very brave and repeated efforts, being wholly unable to force the enemy's lines, or make good their landing, were obliged to retire with loss. What added to the disaster was, that several of the flat-bottomed boats were destroyed or damaged in a hard gale, which arose when the troops retired from the shore. This made the prospect of any future attempt more unpromising even than the first. In this attack the English had five hundred men killed, wounded, or taken prisoners. After much diligent search, a landing-place at length presented itself, as appears by Mr Keppel's official letter, from which the following is an extract : " I have now the greatest pleasure in acquainting you, that his majesty's troops have made good a landing on the rocks near Point Lomaria, and cannot sufficiently commend the spirit and good behaviour of the troops in the attempt, and the judgment with which sir Thomas Stanhope, and the rest of the captains of the king's ships, directed the fire upon the hills." The siege was now commenced with vigour, and the garrison, commanded by the chevalier de St Croix, threatened on their side a long and obstinate defence. A furious attack was made upon the enemy's lines which covered the town, and they were carried without much loss ; principally by the uncommon intrepidity of a corps of marines which had been newly raised. The town was now abandoned, and the defence confined to the citadel. Circumstanced as

he was, St Croix thought it high time to capitulate, on condition that the garrison should march out with the honours of war. These terms were acquiesced in, and thus the island of Belleisle was yielded to the British government, after a resolute defence of two months. In this expedition the assailants had about eighteen hundred men killed and wounded. The commodore remained afterwards on the station, till a violent storm on the 12th of January drove him from it, and compelled him to return to England for refitment.

Soon after his arrival, he was ordered to put himself under sir George Peacock, then under orders to command a division in the fleet destined for the expedition against the Havannah. He sailed from Spithead with the commander-in-chief; and on the arrival of the army at the Havannah, he conducted himself with such address and ingenuity in landing the men, to occasion the following respectable mention of him, in one of Mr Peacock's dispatches. "I am glad on this occasion to do justice to the distinguished merit of commodore Keppel, who executed the service under his direction, on the Coxemar side, with the greatest spirit, activity, and diligence." On the 21st of October, he was advanced to the rank of rear-admiral of the blue. He continued at the Havannah some time after its surrender; but on the arrival of peace, he enjoyed a temporary relief from service. In 1765, he was appointed one of the lords commissioners of the admiralty: in September 1766, he conveyed the queen of Denmark to Holland; and in 1770, he was progressively advanced to be rear-admiral of the red, and vice-admiral of the blue. In the subsequent years of 1775, 1776, and 1778, he successively obtained the rank of vice-admiral of the white, vice-admiral of the red, and admiral of the blue. In 1778, he commanded the Channel fleet, and had sir Hugh Palliser for his second. In the engagement which then happened between the English and French fleets, little was done, and in consequence the two admirals preferred counter-charges against each other. Admiral Keppel was honourably acquitted, which occasioned

great rejoicings. Sir Hugh Palliser was also tried by a court-martial, and *almost honourably acquitted*. His sentence was as follows: "On Wednesday the 5th of May, all the witnesses having been examined, and the vice-admiral (sir Hugh Palliser) having made his defence, the court proceeded to deliver their opinion, which was, That the behaviour of the vice-admiral of the blue on the 27th and 28th days of July, was, in many instances, highly meritorious and exemplary; but that he was *blameable* for not making the distressed situation of his ship known to the admiral, either by the Fox, or otherwise. Yet, as he is censurable in no other part of his conduct, the court are of opinion he ought, notwithstanding that, to be acquitted, and he is acquitted accordingly." In 1778, admiral Keppel was created a peer, by the title of viscount Keppel of Evedon, in Suffolk, and died on the 2d of October 1786, in the sixty-third year of his age, having been long afflicted with the gout and other grievous infirmities. He was a man of great bravery, humanity, and virtue; and, prior to the ill-fated event as above, he was the idol of all ranks and parties.

ADMIRAL TYRREL.

RICHARD TYRREL was introduced into the navy, under the patronage of his uncle, the gallant and much revered admiral sir Peter Warren. Though he is said to have been appointed to the rank of post-captain in the *Superbe*, we find his first commission, which is dated the 26th of December 1743, was to the *Launceston*. In 1755, we find him captain of the *Ipswich* of sixty-four guns, one of the ships put into commission at Plymouth, a rupture with France being then apprehended. He was afterwards appointed to the *Buckingham*, and ordered to the West Indies, where we find him, in 1758, in company with the *Cambridge*, attacking a fort in Grand Ance Bay, in the island of Martinico. Here they levelled the fort with the ground, destroyed three privateers, and took a fourth, which they converted into a tender. When the fort was demolished, a village near it presented a strong temptation to them, flushed with victory, to attack, and they solicited warmly for leave to plunder it; but, their generous commander replied,---“Gentlemen, it is beneath us to render a number of poor people miserable, by destroying their habitations and little conveniences of life. Brave Englishmen scorn to distress even their enemies, when not in arms against them.” This seasonable harangue diverted the seamen from their purpose, and preserved the lives and properties of the innocent villagers. In the month of November, the gallant Tyrrel was ordered by commodore Moore to cruise in the *Buckingham*, to windward of Martinico. Between the islands of Montserrat and Guadaloupe, he fell in with the *Weasel* sloop, commanded by captain Boles, and immediately after descried a fleet of nineteen sail, under convoy of a seventy-four gun ship, which proved to be the *Florissant*, and two large frigates. Captain Tyrrel immediately gave chase with all the sail he could carry; and the *Weasel*, running close to the enemy, received a whole broadside from the large ship, but without sustaining much damage;

in consequence of which, captain Tyrrel gave orders to Mr Boles, her commander, to keep aloof, as his small ship was incapable of withstanding such heavy metal. The *Florisant*, unwilling to rely on her superiority over the *Buckingham*, bore away, firing all the time her stern-chase guns, while the two frigates raked the enemy fore and aft. Tyrrel, however, steadily kept on his course, and at length came alongside the Frenchman, within pistol-shot, in which situation he poured in his broadside, which did terrible execution. The captain of the *Florisant*, was not backward in returning the salute, so that a furious conflict ensued. Captain Tyrrel being wounded in the face, and having three fingers of his right hand shot away, was obliged to entrust the defence of his ship to Mr Marhal, his first lieutenant, who continued the battle with great gallantry, but was killed in the act of encouraging his men. The second lieutenant then came on deck, and fought the ship bravely, yard-arm and yard-arm, sustaining a desperate fight against the three ships of the enemy. The officers and crew of the *Buckingham* exerted themselves with a calm determined valour; and captain Troy, who commanded a detachment of marines on the poop, plied his small arms so effectually, as to drive the enemy from their quarters. At length, when the French were no longer able to withstand the skill and bravery of their assailants, terror, uproar, and confusion prevailed among them. The firing from the *Florisant* ceased, and about twilight her colours were hauled down. The *Buckingham* was too much damaged in her rigging to take possession of her well-earned prize; which the French captain perceiving set all his sails, and, under favour of the night, escaped with two frigates. This circumstance alone prevented a British ship of sixty-five guns, (five of them having been disabled some months before) with only four hundred and seventy-two men, from taking a French ship of the line, mounted with seventy-four pieces of cannon, provided with seven hundred men, and assisted by two large frigates, one of thirty-eight guns

and three hundred and fifty men, the other of twenty-eight guns and two hundred and fifty men. The loss of the Buckingham in this signal action, was only nine men killed, and thirty-one wounded. On board the Florissant, one hundred and eighty men were said to have been killed, and three hundred wounded. She was so disabled in her hull, that she could be hardly kept afloat till she reached Martinico: and the largest frigate, besides the loss of forty men, received such damage, as to become quite unserviceable. Captain Tyrrel, in his letter to commodore Moore, accused the enemy of having fired square bits of iron, rusty nails, and such destructive materials as a generous enemy would have disdained to use. The brave captain Tyrrel, coming to England soon after, was introduced to the king by lord Anson, who received him with particular marks of favour: and in a few months he was appointed captain of the Foudroyant of eighty guns, then esteemed the finest of her rate in the British service. In October 1762, he was promoted to the rank of rear-admiral of the white, but was not actually employed till the conclusion of the war, when he commanded in chief on the Antigua station. He died on board the Princess Louisa, his flag-ship, on his passage to England, on the 27th of June 1766, and, at his own request, his remains were thrown into the sea.

EARL OF NORTHESK.

GEORGE CARNEGIE EARL of NORTHESK, the second son of David fourth earl of Northesk, succeeded to the title, on the death of his elder brother David, in 1641. We find him particularly noticed, as lieutenant of the Dragon, under Mr Barnet. His lordship was appointed captain of the Biddeford frigate on the 25th of March 1741; and in the month of March 1742, promoted to the Loo of forty guns. In the month of June, being on a cruise of Cape Finisterre, his lordship received intelligence of a small privateer being at Porto Novo: he therefore stood in there on the 30th of June; but the privateer discovering him, got higher up the river than the Loo could venture; and, it falling calm, lord Northesk was obliged to anchor close by the towns of Porto Novo, at St Jago, into which he fired a few shot: then landing some men, he dismounted four guns which were on a battery at Porto Novo; and after setting fire to several houses in St Jago, he proceeded on his cruise; and, on the 7th of July, his lordship meeting with the Deal-Castle man of war, commanded by captain Eton, and receiving information of some vessels being at Vigo, they both ran up the river, and anchoring before that town, made prize of four vessels, after firing several shot into the town, in order to cover the boats which were employed in cutting them away; a sharp fire of musquetry from the shore being kept up all the time. After this the man of war continued their cruise; during which lord Northesk, on receiving intelligence that the privateer was still about the river of Porto Novo, on the 15th of July ran in and anchored under the island of St Jago, where his lordship put a lieutenant and sixty men with two six-pounders, into one of the sloops anchored at Vigo, which he sent up the river in search of the privateer. The sloop could see nothing of her, but in her return she chased a bark on shore, and set her on fire. Lord Northesk then landed some of his men; and, after burning a village consisting of about forty

houses, repaired to his station. His lordship, on his return, was appointed to the Preston of fifty guns; and, in May 1744, sailed for the East Indies, under commodore Bennet. We are informed of no essential particulars respecting his lordship, till 1755, when we find him commander of the Orford of seventy guns; but he resigned soon after, his health being then in a very precarious state. In 1756 he was advanced to the rank of rear-admiral of the blue; and, in 1768, to the same rank in the white. He progressively passed through the rank of a flag-officer, till he at last attained to that of admiral of the white. Retiring early from the service, we can only lament that his health would not permit him to be farther serviceable to his country. He died, at his seat in the country Forfar, on the 22d of January 1792.

EARL HOWE.

RICHARD EARL HOWE, was the second son of Emanuel Scrope, the second lord viscount Howe. At the age of fourteen, his lordship left Eton school, to share whatever peril the squadron destined for the South Seas, under commodore Anson, might experience. Even at this age there was a hardihood and intrepidity about the noble youth that promised much; and this probably induced his parents to dedicate him to the naval profession. After passing through the different subordinate stations, he was appointed captain of the *Baltimore* sloop of war at the age of twenty; in which he attacked two French frigates, of thirty guns each, with such spirit, that they were obliged to sheer off. He received in this action a severe wound in the head, which had nearly proved fatal; for this he was made a post-captain, and appointed to the *Triton* frigate. But no farther particular mention is made of him during the continuance of the war, except that he commanded the *Ripon* of sixty guns, on the coast of Guinea, and the *Cornwall* of eighty guns, under admiral Knowles. After a variety of active services, he obtained the command of the *Dunkirk* of sixty guns, with which he captured a French ship of sixty-four guns, off the coast of Newfoundland. He was afterwards promoted to the *Magnanime* of seventy-four guns, in which ship he served under admiral Hawke, on the honourable though unsuccessful expedition against Rochefort. He was on this occasion ordered to attack the Isle of Aix, an assault which he conducted with the greatest vigour, and happily achieved a conquest after an hour's cannonade. This was the most material and substantial success which marked the expedition. In the following year he was appointed commodore of a small squadron, with which he destroyed a great number of ships and magazines in St Malo. His lordship, who had a short time before succeeded to the title by the death of his brother, who was unfortunately killed before Ticonderago,

sailed from St Helen's on the 1st of August, and came to anchor in the bay of Cherbourg, on the 6th of the same month, and shortly afterwards took the town, and destroyed the bason. This was followed by the unfortunate affair of St Cas, where he displayed his courage and humanity in saving the retreating soldiers, at the eminent hazard of his own life. At the memorable defeat of the marquis de Conflans, he engaged and captured the Hero of seventy-four guns ; but being prevented by the inclemency of the weather from taking possession of the prize, it unfortunately ran on shore, and was irrecoverably lost. When admiral Hawke presented him, on this occasion, to the king, his majesty said, " Your life, my lord, has been one continued series of services to your country." In March 1760, he was appointed colonel of the Chatham division of marines. In 1763, he was raised to the admiralty board, where he remained till 1765, when he was made treasurer of the navy. In 1770, he was promoted to be rear-admiral of the blue, and commander in chief in the Mediterranean. In the American war he commanded the fleet on that coast, but little was performed in that quarter, because no opportunity presented itself of doing much. The conquest of New York, of Rhodes, and of Philadelphia, of every settlement within the power or reach of a naval force, are irrefragable proofs of his abilities and attention. In 1782, he was sent to the relief of Gibraltar, a service which he performed in the most admirable manner, in sight of the hostile fleet, which he challenged in vain to battle. Respecting the relief of Gibraltar, it has been justly said, " That foreign nations acknowledge its glory, and every future age will confirm it. Not only the hopes, but the fears of his country, accompanied lord Howe : the former rested upon his consummate abilities and approved bravery ; while the latter could not but look on the many obstacles he had to subdue, and the superior advantage of the fleet that was to oppose him : nevertheless, he fulfilled the grand objects of the expedition ; the garrison of Gib-

raltar was effectually relieved, the hostile fleet baffled, and dared in vain to battle; and the different squadrons detached to their important distinctions; while the ardent and certain hopes of his country's foes were disappointed." Peace being concluded soon afterwards, he quitted his command; but on the 28th of January 1783, he was made first lord of the admiralty; which office he soon afterwards resigned to lord Keppel; but at the end of the year he was re-appointed, and continued in that station till 1788, in which year he was created an earl of Great Britain. In 1793, his lordship accepted the command of the Channel fleet. During the first year he filled this high station, no very remarkable occurrence took place; but on the 1st of June 1794, he obtained a decisive victory over the most powerful fleet France ever equipped for sea. On the 21st of May, earl Howe having gained certain intelligence that the French fleet had some days before put to sea from Brest, and were then not many leagues to the westward of him, went immediately in quest of them. On the morning of the 28th, being about 140 leagues west of Ushant, the enemy were discovered at some distance to the windward, it then blowing fresh from the S. by W. with a rough sea. Upon their perceiving the British fleet, they bore down in a loose order, and soon after hauled again to the wind, and began to form in order of battle; the British fleet still continuing in the order of sailing, excepting the *Bellerophon*, *Leviathan*, *Marlborough*, *Audacious*, *Russel*, and *Thunderer*, which were advanced a considerable distance to windward of the fleet, and coming fast up with the enemy's rear. About a quarter before two, the British admiral made the signal for a general chase, and to engage the enemy. Towards the close of the day, rear-admiral Pasley, in the *Bellerophon*, closed with the rear ship of the enemy's line, a three-decker, on which he commenced a firm and resolute attack, supported occasionally by the ships in his division. The *Bellerophon* being soon disabled, fell to leeward; the *Audacious* came up, just at this time,

and continued to engage the same ship for two hours without intermission, when the enemy's mizen-mast fell overboard, her lower yards and main-top-sail yard shot away, and otherwise much shattered; in this situation she fell athwart-hause the Audacious; but soon getting clear of each other, the enemy put before the wind; neither was it in the power of captain Parker to follow her; his rigging and sails were cut to pieces, and the ship for some time quite unmanageable. As soon as the Audacious was in a condition to make sail, captain Parker wore and steered down to join the fleet; but the night was so extremely dark, that he could not discern their lights, and by this means parted company. In the morning, at daylight, captain Parker discovered nine of the enemy's ships about three miles to windward of the Audacious, two of whom gave chase; her situation for some time was very alarming, but by the active exertions of the officers and men, she was soon capable of making such sail to as preserve her distance; the ship with which she had been engaged the preceding evening, was observed about a mile and a half to windward, totally dismasted. The French prisoners on board the Audacious informed captain Parker that it was Le Revolutionnaire, formerly Le Bretagne. The weather being thick and hazy, captain Parker soon lost sight of the enemy; the Audacious was in too disabled a state to give him hopes of rejoining the fleet; he therefore bore away for the Channel. On the 29th, a partial engagement took place between the hostile fleets, in which some of the enemy's ships were much crippled, and the advantage of the weather-gage obtained by the British. Thick foggy weather prevented any operations on either sides for the two following days; at intervals the fleets were in sight of each other, and not many miles distant. On the morning of the 1st of June, both fleets being drawn up in order of battle, at half past seven the British admiral made the signal to bear up, and for each ship to engage her opponent in the enemy's line, who seemed to wait for the attack with great resolution. In a short time, a most tre-

mendous cannonade commenced from van to rear, which raged with unceasing fury for about an hour. The enemy's line having been forced through in many places, they began to give way; their admiral, vigorously attacked by the Queen Charlotte, bore up in great confusion, and was followed by all those of his ships which were able to carry sail; leaving the rest which were dismasted and crippled at the mercy of their enemies. Upon the clearing up of the smoke, eight or ten of their ships were seen, some totally dismasted, and others with only one mast standing, endeavouring to make off under their sprit-sails. Seven of these were taken possession of; one (*Le Vengeur*) sunk before the whole of her crew could be taken out, not more than two hundred and eighty of whom were saved. A distant and irregular firing was continued at intervals between the fugitive and the British ships, till about four in the afternoon: the French admiral by this time had collected most of his remaining ships, and steered off to the eastward. The Queen Charlotte having lost both her top-masts, the Marlborough and Defence wholly dismasted, and many of the other ships materially damaged, earl Howe brought to, to secure the prizes, and collect his ships before night. The Brunswick lost her mizen-mast in the action, and finding herself considerably to leeward of the enemy's line, without a prospect of being able to regain her station, bore up, and arrived safe at Spithead; her gallant commander was so dreadfully wounded that he died a few days after. His widow has a pension of one hundred pounds per annum, and the two youngest children twenty-five pounds per annum each. The loss sustained by the British in this action amounted to 281 killed, and 788 wounded. The killed on board the enemy's ship which were captured, amounted to 690, wounded 510, exclusive of about 320 lost in *Le Vengeur* when she sunk. His majesty, on the 30th of November 1796, was pleased to order a gold medal, emblematical of the victory, to be presented to each, to be worn round the neck by the admirals, suspended from a gold chain; and by the cap-

kins, attached to a blue and white ribband through the third or fourth button hole on the left side. The officers who were absent on service, received at the same time the following letter from earl Spencer, first lord of the admiralty :

“ My lord, or sir,

“ The king having been pleased to order a certain number of gold medals to be struck, in commemoration of the victory obtained by his majesty’s fleet, under the command of earl Howe, over that of the enemy, in the actions of the 29th of May and 1st of June 1794, I am commanded by his majesty to present to your lordship one of the medals above mentioned, and signify his majesty’s pleasure that you should wear it when in your uniform, in the manner described by the direction which (together with the medal and ribband belonging to it) I have the honour to transmit to you.

“ I am also commanded by his majesty to acquaint your lordship, that had it been possible for all the officers on whom his majesty is pleased to confer this mark of his approbation to attend personally in London, his majesty would have presented the medal to each of them in person ; but that being from various causes at this time impossible, his majesty, in order to obviate all further delay, has therefore been pleased to direct them to be forwarded in this manner.

“ Allow me to express the great satisfaction I feel in being made the channel of communicating to your lordship so distinguished a mark of his majesty’s approbation.

“ SPENCER.

“ Admiralty, Nov. 30, 1796.”

On the 11th of June, earl Howe entered the Channel with the prizes in tow ; the next day he ordered admiral Graves with a part of the fleet to Plymouth, and on the 13th, his lordship arrived at Spithead with the remainder, and the trophies of his victory. Immediately on his lordship’s arrival, he gave out in orders his public thanks to the ship’s companies for their gallant conduct in the late actions, which were also communicated to the ships at Plymouth.

The Charlotte, at Spithead, June 15, 1794.

" The admiral cannot omit the very grateful part of his duty, that requires these his public acknowledgments to be made, of the highly distinguished examples of resolution, spirit, and preseverance, which have been testified by every description of officers, seamen, and military corps in the ships of the fleet, during the general actions with the enemy on the 28th and 29th of May, and the 1st of the present month ; and which cannot be better affirmed than by reference to their efforts on those occasions.

" Nor is the merit of the seamen of the fleet less to be applauded in their active and unwearied exertions to put their ships in a state for service so speedily, as it were completed, after those actions had ceased.

" **HOWE.**"

His majesty's approbation of the conduct and bravery of the officers and men in the above actions was also made known in public orders, together with the thanks of both houses of parliament. To those of the lords, earl Howe returned the following answer :

" *My lord,*

" Acknowledging my obligations in respect of the very flattering terms in which your lordship has been pleased to make known to me the highly-esteemed honour conferred on me by the unanimous resolution of thanks of the house of lords, signified in your letter of the 14th instant, I am to intreat that you will have the further goodness to assure their lordships of the deep impression I shall ever retain of their condescending goodness.

" The merit I would assume on this occasion consists in my good fortune, inasmuch as I held the chief command, when so many resolute principal and subordinate officers, as well as brave men serving under their orders, were employed at that time in the fleet. And I must add, that if there is cause for triumph in the late defeat of the enemy at sea, it is truly the triumph of the British sailors, whose animated and persevering courage, I believe, has in no instance ever been exceeded : I shall therefore have a great increase of hap-

piness in obeying the commands of the house of lords, by communicating to those several descriptions of persons the sense their lordships have deigned to express of their good conduct.

“ HOWE.

“ *The Queen Charlotte, at Spithead, June 18, 1794.*”

A subscription was opened for the relief of the wounded officers, seamen, and marines, and the widows and children of those who so gloriously fell on these days in the service of their king and country. The city of London subscribed five thousand pounds. The corporation of the Trinity-House gave two hundred guineas, and determined that such widows as had families should be admitted to the monthly pension at the usual allowance, in preference to all other objects. The cities of Edinburgh and Dublin also contributed very liberally to this subscription. His majesty was graciously pleased to direct the following proportion of prize-money to be immediately paid, viz. to each of the warrant-officers, 25l.; to each of the petty-officers, 10l. 10s.; to each seaman, marine, or soldier, 2l. 2s.; and, as a further mark of encouragement and favour to the fleet, the legislature repeated the duty of five per cent. on prize ships, as far as relates to ships of war or privateers taken from the enemy. On the 26th of June, their majesties arrived at Portsmouth, and went on board the *Queen Charlotte*, at Spithead. His majesty held a levee, and presented earl Howe with a diamond hilt sword, valued at three thousand guineas; also a gold chain, to which the medal given on the occasion is suspended, to be worn round the neck. The royal party dined with lord Howe, and on the evening returned on shore. The next morning, their majesties embarked on board the *Aquilon* frigate, and in the afternoon landed at Southampton, from whence they set off for Windsor. Admiral Graves and sir Alexander Hood were created peers of Ireland. Vice-admirals George Bowyer, Alan Gardner, rear-admiral Thomas Pasley, and sir Roger Curtis, knights baronet. A pension of one thousand pounds per annum each was settled upon

admiral Graves, vice-admiral Bowyer, and rear-admiral Pasley. The committee for the conducting the subscription for the relief of the wounded seamen, &c. voted a pair of elegant goblets, value five hundred guineas, to be presented to vice-admiral Bowyer and rear-admiral Pasley, who each lost a leg in the action. The account of this action given by Jean Bon St Andre, representative of the people for the maritime departments of the French republic, who was on board the French admiral's ship *La Montague* during the engagement, may not be uninteresting to our readers :

“ Brest, June 2.

“ The most terrible and bloody engagement recorded in history, took place between the two fleets. Our dispositions were well taken ; every thing presaged the most glorious success : the captain of the *Jacobin* disconcerted all. We fought with all the courage of republicanism : we made dreadful havoc among the English. At least eight ships were dismasted in each of the two fleets ; but being to the leeward, we had the misfortune not to be able to rally all ours. We brought off five ; the others fell into the hand of the enemy, not from any deficiency of courage, but from an inevitable fatality. On board *Le Montague* we preserved our masts ; but we had three hundred men killed, or dangerously wounded. All the English ships were in the engagement, and we had six upon us at one time. The commander, in every respect, performed his duty. We lost the brave captain Bazire ; he expired putting up prayers for the triumph of the republic. A number of brave men fell : I envy their fate—I saw them perish on each side, and repine at the decree which doomed me to survive. The English fleet is still more damaged than ours. The contest was maintained on both sides, not merely with courage, but with the utmost fury : it was the contention of Rome and Carthage. We are endeavouring to bring our shattered ships into Brest. I embrace all our friends ; tell them that we are worthy of them.

JEAN BON ST ANDRE.”

His lordship received the thanks of both houses of parliament, the freedom of the city of London, and the universal plaudits of the nation. At the death of admiral Forbes, which happened on the 10th of March 1796, he succeeded to the high station of admiral of the fleet, as being the senior naval officer in the list of admirals. In 1797, he was honoured with the order of the garter, and in the same year resigned the command of the western squadron.

His lordship died in August 1799.

LORD DUNCAN.

LORD VISCOUNT DUNCAN, a gentleman of Scottish extraction, was, after the usual gradations, appointed a lieutenant in the navy on the 10th of January 1755, and a commander on the 21st of September 1759. He is said to have been bred up under the auspices of the late lord viscount Keppel, who caused him to be promoted captain of the *Valiant* of seventy-four guns. He does not appear to have held any command subsequent to the conclusion of the war, till the close of the year 1778, when he was appointed to the *Monarch* of seventy-four guns, one of the ships employed on the same station. Towards the conclusion of December, he was ordered, with sir George Rodney, to Gibraltar, and greatly distinguished himself in the encounter with the Spanish squadron under don Juan de Langara. Though only a running fight, the *Monarch* suffered very considerably in her rigging, and had twenty-nine men killed or wounded. Captain Duncan soon after quitted the *Monarch*, and, in 1782, was appointed to the *Blenheim* of ninety guns. In this ship he continued during the remainder of the war, being constantly attached to the Channel fleet, then commanded by lord viscount Howe, and consequently proceeded with his lordship to Gibraltar in September; though in the skirmish which took place with the combined fleets in the month of October, the *Blenheim* sustained but a very inconsiderable loss. Peace taking place, and the *Blenheim* put out of commission captain Duncan was appointed to the *Edgar* of seventy-four guns, and continued in that command the three succeeding years. On the 14th of September 1787, he was made rear-admiral of the blue, and of the white on the 22d of September 1790. He was advanced progressively, till he obtained the rank of admiral of the blue, on the 1st of June 1795. Immediately after the last-mentioned advancement, he hoisted his flag on board the *Venerable* of seventy-four guns, and was appointed to the command of the squad-

ron stationed in the North Sea, and particularly destined to act against the Dutch, who had then a considerable naval force lying ready for service in the Texel. Nothing material happened for upwards of two years after he first took upon him this command: the occurrences were principally confined to occasional captures, which frequently took place, and almost annihilated the Dutch trade. The fleet belonging to the United Provinces, consisting of fifteen ships of the line, six frigates, and five sloops of war, seldom shewed any indications of a wish to come out of port. In June 1797, they patiently suffered themselves to be blocked up by admiral Duncan, though his force was then inferior to theirs. At length, however, admiral de Winter, the Dutch admiral in chief, thought proper to prepare for sea, and the fleet actually sailed early in the month of October. Admiral Duncan, who was perfectly acquainted with the enemy's motions, took the necessary steps to prevent their returning to the Texel, without coming to an engagement, which he knew they would attempt, on finding he had put to sea. On the 11th, at nine in the morning, a signal was given of having discovered the enemy; and after a pursuit of three hours, the British fleet got between the Dutch fleet and the land: about noon the action began, and soon after three it ended; the enemy being totally defeated, with the loss of their admiral, vice-admiral, and seven other ships of the line, the remainder having escaped with the greatest difficulty. In consequence of this very brilliant success, the admiral was elevated to the dignity of a viscount, by the title of viscount Duncan, and baron Camperdown. The great merit of admiral Duncan consisted in running his fleet between the enemy and a lee-shore, and in the judgment he shewed by closing the contest in proper time, extricating his fleet and prizes from the difficult situation in which they were placed. The discoveries made by the leaders of the rebellion in Ireland clearly point out the blessed consequences which have arisen from the defeat of the Dutch fleet, and the fatal ones that might

have taken place had it escaped. The following laconic official epistle to the secretary of the admiralty, reminds us of the note of captain Walton, relative to the capture and destruction of the Spanish squadron off Syracuse :

*" Venerable, off the coast of Holland, the
12th of October, by log (11th),
three P. M. Camperdown E. S. E.
eight miles. Wind N. by E.*

" SIR,—I have the pleasure to acquaint you, for the information of the lords commissioners of the admiralty, that, at nine o'clock this morning, I got sight of the Dutch fleet; at half past twelve I passed through their line, and the action commenced, which has been very severe.—The admiral's ship is dismasted, and has struck, as have several others, and one is on fire. I shall send captain Fairfax with particulars the moment I can spare him. I am, &c. ADAM DUNCAN."

On the sixth of June 1777, lord Duncan was married to Miss Dundas, daughter of Robert Dundas, esq. lord president of the court of session in Scotland. On the 23d of December 1787 his eldest son, Mr Henry Duncan, died at Edinburgh.—The title of baron Camperdown is taken from a part of the Dutch coast, known by that name, and where this action was fought.—The attack, on the part of the British admiral, was considered one of the most daring, and the issue of the contest one of the most important, during the late war. The honours conferred on the illustrious admiral, after this brilliant victory, were highly gratifying, and justly merited. Services such as these demand the warmest applause, and are fully entitled to the most ample reward that it is in the power of a grateful nation to bestow.

The fears entertained from the quarter of Holland were, in consequence of this victory, nearly at an end. His Lordship, therefore, being now nearly seventy, and beginning to feel the infirmities of age, was prevailed upon by his friends to withdraw from active service, to the enjoyment of an honourable and well-earned repose. Several of the succeeding years were spent

with his family, chiefly in Edinburgh, or at his estate of Lundie.

On the breaking out of the present war, however, which wore for some time such an alarming aspect, he thought it his duty again to make an offer of his services, which were gladly accepted. But, on repairing to London, to make the necessary preparations, he was seized with an attack of the same illness which afterwards proved fatal. The public were assured, and his friends probably endeavoured to persuade themselves, that this was merely the consequence of an accidental fall. Feeling, however, his constitution materially affected, he felt a natural wish to return to his family, and set out from London, accompanied only by one servant. At Cornhill, in Berwickshire, on his way to Mr Buchan's of Kello, the second shock came on, which he survived only a few minutes. This event happened on the 4th of August 1804, in the 73d year of his age.

Lord Duncan's figure was tall and majestic, being above six feet high. His countenance was expressive of magnanimity, joined with a great degree of candour and gentleness. His piety was sincere, and without ostentation; and his amiable virtues made him universally beloved in the circle of his private friends.

LORD VISCOUNT NELSON.

HORATIO LORD VISCOUNT NELSON, the fourth son of Edward Nelson, rector of Burnham Thorpe, in the country of Norfolk, was born the 29th of September 1758. The high school at Norwich having instilled the first principles of learning into his aspiring mind, he was removed to North Walsham. On the appearance of hostilities with Spain, relative to the Falkland islands, in 1770, he left the school at North Walsham, at the age of twelve years, to go on board the *Raisonable* of sixty-four guns, commanded by his maternal uncle, captain Suckling. The dispute between the courts of London and Madrid being adjusted, our young mariner was sent on board a West-India ship. Returning after a voyage in 1772, his uncle received him on board the *Triumph*. He had acquired, in the merchant service, a practical knowledge of seamanship, but had conceived an unaccountable prejudice against the naval service. That seemingly rooted aversion to the navy was, however, so successfully combated by captain Suckling, that he at length became reconciled to the idea of service on board a king's ship. In April 1773, a voyage of discovery was undertaken by captain Phipps, afterwards lord Mulgrave, towards the North Pole. On this occasion, instructions were issued that no boys should be received on board; but the enterprising Horatio was so anxious to be of the party, that he solicited to be appointed cockswain to captain Lutwidge; and his request was readily granted. The following anecdote may serve as a proof of the cool intrepidity which our young mariner possessed. In those high northern latitudes the nights are generally clear. during one of them, notwithstanding the extreme bitterness of the cold, young Nelson was missing, and every search was instantly made in quest of him, and it was imagined he was lost; when lo! as the rays of the rising sun opened the distant horizon, to the astonishment of his companions, he was discovered at a con-

considerable distance on the ice, armed with a single musket, in anxious pursuit of an immense bear. The lock of the piece having been injured, it would not go off; he had therefore pursued the animal, in hopes of tiring him, and at length was able to effect his purpose with the butt end. Being reprimanded for leaving the ship without leave, the young hero replied, "I wished, sir, to get the skin for my father." Returning to England, he obtained a birth in the Seahorse of twenty guns, and sailed in it with a squadron to the East Indies. In this ship Mr Nelson was stationed to watch in the fore-noon, and afterwards he was placed on the quarter-deck. In this vessel he visited almost every part of the East Indies, from Bengal to Bussora. A series of ill health, however, rendered it expedient for him to return to England; in consequence of which the captain caused him to be conveyed hither. On the 8th of April 1777, Mr Nelson passed his examination for the rank of lieutenant, and the next day received his commission as second of the Lowestoffe of thirty-two guns. The following anecdote concerning our hero ought not to be suppressed. In a strong gale of wind, and a heavy sea, the Lowestoffe captured an American letter of marque. The captain ordered the first lieutenant to board her, which he readily attempted, but was not able to effect, owing to the tremendous sea running. On his return to the ship, captain Loker exclaimed, "Have I then no officer who can board the prize?" On hearing this, the master immediately ran to the gangway, in order to jump into the boat; when lieutenant Nelson suddenly stopped him, saying, "It is my turn now; if I come back it will be yours." In 1778, he was appointed third lieutenant of the Bristol; from which, by rotation, he became the first. He obtained his post rank on the 11th of June 1779, and was appointed to command the Hinchinbroke. In June 1780, an expedition was resolved on for the destruction of Fort Juan, in the Gulph of Mexico, when captain Nelson was appointed to command the naval department, and major Polson the military: in effecting this arduous service, captain Nelson displayed his usual

intrepidity; which, according to the major's declaration, was the principal cause of our success in reducing Fort Juan. After a variety of service, in which nothing very material occurred, the *Boreas*, which he then commanded, was paid off, and he retired to the parsonage-house of Burnham Thorpe. In January 1793, he was appointed to the *Agamemnon* of sixty-four guns, and was placed under the orders of lord Hood, then appointed to command in the Mediterranean. At Toulon and at Bastia lord Hood bore ample testimony to the skill and exertions of captain Nelson. At the siege of Calvi, in July and August 1794, he behaved with great intrepidity, and justly merited the encomiums he received from the admiral. It was here that a shot from the enemy's battery deprived him of the sight of his right eye. In December 1796, captain Nelson hoisted his broad flag, as commodore, on board *La Minerve* frigate, and captured *La Sabina*, of forty guns and two hundred and eighty men, commanded by captain don Jacobo Stuart. *La Sabina* had one hundred and sixty-four men killed and wounded, *La Minerve* had seven killed, and thirty-four wounded. Commodore Nelson joined the admiral, sir John Jervis, off Cape St Vincent, on the 14th of February, just in time to communicate the intelligence relative to the force and state of the Spanish fleet, and to shift his pendant on board the *Captain* of seventy-four guns, commanded by captain Millar. Soon after his removal from *La Minerve* to the *Captain*, the signal was thrown out for the British fleet to prepare for action. For an account of the particular achievements on the above memorable day, we must refer our readers to the memoirs of earl St Vincent. In April 1797, sir Horatio Nelson hoisted his flag as rear-admiral of the blue, and was detached to bring down the garrison of Porto Ferrajo. On the 27th of May, he shifted his flag to the *Theseus*, and was appointed to command the inner squadron at the blockade of Cadiz. During this service his personal courage was remarkably conspicuous. In the attack on the Spanish gun-

boats, on the 3d of July 1797, he was boarded in his barge, on board of which was only his usual complement of ten men, and the cockswain, accompanied by captain Freemantle. Don Miguel Tyreson, who commanded the Spanish gun-boats, in a barge rowed by twenty-six oars and thirty men, made a most desperate effort to overpower sir Horatio Nelson and his brave companions. The conflict was long and doubtful, and they fought hand to hand with their swords. Eighteen of the Spaniards being killed, the commandant and all the rest wounded, the rear-admiral, with his gallant barge's crew, succeeded. Sir John Jervis concludes his letter to the Admiralty, dated the 5th July 1797, stating an account of this achievement, in the following words: "Any praise of mine will fall very short of his (admiral Nelson's) merit!" Tho' the enterprise against Santa Cruz did not succeed, his majesty's arms acquired great lustre, as greater intrepidity was never shown by both officers and men. In this attack, sir Horatio Nelson lost his right arm by a cannon-shot; and two hundred and forty-six gallant officers, marines, and seamen, were killed, wounded, and drowned. It was not till the 13th of December, that the surgeons pronounced admiral Nelson fit for service. On his first appearance at court, his sovereign received him in the most gracious manner, and expressed his regret that the state of health and mutilated person would doubtless deprive the nation of his future services. Sir Horatio replied, with a dignified emphasis, "May it please your majesty, I can never think that a loss which the performance of my duty has occasioned; and as long as I have a foot to stand on, I will combat for my king and country." Soon after this, our gallant admiral received a pension of one thousand pounds per annum, in consequence, as it was said, of the loss of his arm, and in fact as a small recompence for having spent a considerable part of his life in danger, hardship, enterprise, and service. Previous to the issuing of this grant, a positive custom required that he should distinctly state his services to his majesty. The following memorial was delivered upon this occasion: "To

the King's Most Excellent Majesty, the memorial of sir Horatio Nelson, K. B. and a rear-admiral in your majesty's fleet. That during the present war, your memorialist has been in four actions with fleets of the enemy, viz. on the 13th and 14th of March 1795, on the 13th of July 1795, and on the 14th of February 1797; in three actions with frigates; in six engagements against batteries; in ten actions in boats employed in cutting out of harbours; in destroying vessels, and in taking three towns. Your memorialist has also served on shore with the army four months, and commanded the batteries at the sieges of Bastia and Calvi. That during the war he has assisted at the capture of seven sail of merchant vessels; and your memorialist has actually been engaged against the enemy upwards of *one hundred and twenty times*. In which service your memorialist has lost his right eye and arm, and been severely wounded and bruised in his body. All of which services and wounds your memorialist most humbly submits to your majesty's most gracious consideration.

"October 1797.

HORATIO NELSON."

Great, however, as had previously been the services of this gallant seaman, it was in the year 1798 that a victory of the most important and glorious description entitled him to still more distinguished laurels. The government of France had sent an expedition into Egypt, and it became that of Britain to use every effort to render it unsuccessful. In order to convey to our readers the most distinct idea possible of the merits of this action, we shall quote from a respectable publication (the Naval Chronicle) the narrative of an officer concerned.—"Sir Horatio Nelson had been detached by earl St Vincent into the Mediterranean, with the Vanguard of seventy-four guns, the rear-admiral's flag-ship, the Orion and Alexander of seventy-four guns, the Emerald and Terpsicore frigates, and La Bonne Citoyenne sloop of war. Nothing material occurred to the squadron from the day it sailed from Gibraltar, which was on the 9th of May, till the 22^d when, being in the Gulph of Lyons, at two A. M.

most violent squall of wind took the Vanguard, which carried away her topmasts, and at last her foremast; the other ships experienced the fury of the gale, but not in the same degree as the Vanguard, a stronger vane of the tempest having taken that ship. The three line-of-battle ships lost sight of the frigates on the same day; and at the moment of the misfortune which befel the Vanguard, the British squadron was not many leagues distant from the French fleet under Bonaparte, which had on that very day set sail from Toulon. The squadron bore up for Sardinia, the Alexander taking the Vanguard in tow, and the Orion looking out a-head to endeavour to get a pilot, for the purpose of gaining St Pierre's road. On the 24th, with very great difficulty, we reached that anchorage, where we were in hopes of meeting with a friendly reception, which our distress seemed to demand from a neutral power: the governor of St Pierre, however, had orders from the French not to admit any British ship; but their utmost hostility could not prevent us from anchoring in the road. The resources British seamen always have within themselves availed us much upon this occasion.—Captain Berry, with the very able assistance he received from sir James Saumarez and captain Ball, was enabled, with great expedition, to equip the Vanguard with a jury foremast, jury main and mizen topmasts, and to fish the bowsprit, which was sprung in many places, and on the fourth day from our anchoring had received such a repair, that he did not think it necessary to sail to Naples, or any other port, where he could have received the most open and friendly assistance, in getting the ship properly refitted, which her condition evidently required, but immediately steered for his appointed rendezvous; nor did he ever express the smallest intention of shifting his flag to either of the other ships, which to many officers the peculiar circumstances of his own ship might have seemed to render desirable. The admiral and officers of the Vanguard indeed had the happiness to find that the ship sailed and worked as well as the other ships, notwithstanding her apparently crippled condi-

tion. The squadron reached the rendezvous on the 4th of June, and on the following day was joined by *La Mutine*, captain Hardy, who was charged with orders to the admiral, and who brought the highly acceptable intelligence, that captain Trowbridge had been detached with ten sail of the line and a fifty gun ship to reinforce us. This intelligence was received with universal joy throughout our little squadron; and the admiral observed to captain Berry, that he would then be a match for any hostile fleet in the Mediterranean, and his only desire would be to encounter one.

June 6. The squadron was spread, anxiously looking out for the expected reinforcement. By a vessel spoke with on that day, we were informed that several sail then in sight were Spanish ships richly laden; but prize-money was not the object of the admiral; all selfish consideration was absorbed, in his great mind, in that of his country; and his attention and anxiety were solely engrossed by his desire to meet his promised reinforcement, that he might pursue the enemy, of the sailing of whom from Toulon he had certain intelligence. The *Alexander*, being on the lookout, stopped one of those ships: and finding she had on board eighty or ninety priests, driven by the French persecutions and cruelties from Rome, he thought it would be an act of humanity to permit the ship to pursue her voyage; and he accordingly released her, and rejoined the admiral, bringing with him a few volunteers from the Spanish vessel, chiefly Genoese, who were desirous of the honour of serving in the British fleet, expressing at the same time their detestation and resentment at the ill usage which they had experienced from the French. On the 8th, at noon, we had the happiness to discover from the mast-head ten sail, and it was not long before we recognized them to be British ships of war, standing upon a close line of battle, with all sails set. Private signals were exchanged, and before sun-set the so-much-wished-for junction was formed, an event which was certainly facilitated by the great professional ability, judgment, and zeal of captain Trowbridge. The admiral had received no instruc-

tions what course he was now to steer, and had no certain information respecting the destination of the enemy's fleet; he was left, therefore, entirely to his own judgment. He had the happiness, however, to find, that to the captains of his squadron he had no necessity to give directions for being in constant readiness for battle. On this point their zeal anticipated his utmost wishes, for the decks of all the ships were kept perfectly clear night and day, and every man was ready to start to his post at a moment's notice. It was a great satisfaction to him, likewise, to perceive, that the men of all the ships were daily exercised at the great guns and small arms, and that every thing was in the best state for actual service. The admiral knew that the enemy had sailed with a N. W. wind, which naturally led him to conclude that their course was up the Mediterranean. He sent *La Mutine* to *Civita Vecchia*, and along the Roman coast, to gain intelligence, and steered with the fleet for *Corsica*, which he reached on the 11th of June. Several vessels had been spoken with on the passage thither, but no intelligence whatever had been obtained from them. He continued his course on the 13th between *Corsica* and *Elba*, and between *Planosa* and *Elba*, through the latter of which large ships or fleets had not been accustomed to pass. We made the Roman coast, and were rejoined by *La Mutine*, without gaining any intelligence, notwithstanding the active exertions of captain Hardy. The admiral now determined to steer towards *Naples*, in the hope of receiving some satisfactory information. It had been reported that the plundering Algerines was the object of the French armament; but this account was too vague to warrant the admiral in implicitly adopting it. We saw Mount *Vesuvius* on the 16th, and detached captain *Trowbridge*, in *La Mutine*, to obtain what information he could from sir *William Hamilton*. He returned with a report only that the enemy were gone towards *Malta*. The admiral now lamented that even a day had been lost by visiting the bay of *Naples*, and determined, by the shortest cut, to make the *Faro*

di Messina, which the fleet passed through on the 20th, with a fair wind.

The joy with which the Sicilians hailed our squadron, when it was discovered by them to be British, gave the most sincere satisfaction to every one on board of it. A vast number of boats came off, and rowed round it with the loudest congratulations, and the sincerest exultations, as they had been apprehensive that the French fleet was destined to act against them after the capture of Malta. Here we gained intelligence from the British consul that Malta had actually surrendered. We had now hopes of being able to attack the enemy's fleet at Goza, where it was reported they were anchored, and the admiral immediately formed a plan for that purpose. We were now steering with a press of sail for Malta, with a fresh breeze at N. W. On the 22d of June, La Mutine, at day-light in the morning, spoke a Genoese brig from Malta, which gave intelligence that the French had sailed from thence on the 18th, with a fresh gale at N. W. The admiral was not long in determining what course he should take, and made the signal to wear-up and steer to S. E. with all possible sail. At this time we had no certain means of ascertaining that the enemy were not bound up the Adriatic. From the day we bore up till June 29, only three vessels were spoken with, two of which had come from Alexandria, and had not seen any thing of the enemy's fleet; the other had come from the Archipelago, and had likewise seen nothing of them. This day we saw the Pharos tower of Alexandria, and continued nearing the land with a press of sail, till we had a distinct view of both harbours; and to our general surprise and disappointment, we saw not a French ship in either. La Mutine communicated with the governor of Alexandria, who was as much surprised at seeing a British squadron there, as he was at the intelligence that a French fleet was probably on its passage thither. It now became the subject of deep and anxious deliberation with the admiral, what could possibly have been the course of the enemy, and what their ultimate

destination. His anxious and active mind, however, would not permit him to rest a moment in the same place; he therefore shaped his course to the northward, for the coast of Caramanea, to reach as quick as possible some quarter where information could be obtained, as well as to supply his ships with water, of which they began to run short. On the 4th of July, we made the coast of Caramanea: steering along the south side of Candia, carrying a press of sail both night and day, with a contrary wind, on the 18th, we saw the island of Sicily, when the admiral determined to enter the port of Syracuse. With this harbour no person in the fleet was acquainted; but by the judgment and skill of the officers, every ship safely got in, and immediately proceeded to get in water, &c. with all possible expedition. This was the first opportunity that the Vanguard had had of receiving water on board from the 6th of May; so that not only the stock of that ship, but of several others of the squadron, was very nearly exhausted. Although there was no proper or regular watering-place, yet the great exertions of the officers and men enabled us to complete this necessary service in five days, and on the 25th the squadron again put to sea. We received vague accounts, while at Syracuse, that the enemy's fleet had not been seen in the Archipelago nor the Adriatic, nor had they gone down the Mediterranean: the conclusion then seemed to be, that the coast of Egypt was still the object of their destination; therefore neither our former disappointment, nor the hardships we had endured from the heat of the climate, though we were still to follow an uncertain pursuit, could deter the admiral from steering to that point where there was a chance of finding the enemy. Now that it is ascertained by events that Alexandria was the object of the enemy, it may seem strange that they should have been missed by us both in our passage thither and in our return to Syracuse; but it appears that the French steered a direct course for Candia, by which they made an angular passage towards Alexandria, whilst we steered a direct course for that

place, without making Candia at all, by which we of course very considerably shortened the distance. The smallness of our squadron made it necessary to sail in close order, and therefore the space which it covered was very limited; and as the admiral had no frigates that he could have dispatched upon the look-out, added to the constant haze of the atmosphere in that climate, our chance of descrying the enemy was very much circumscribed. The distance likewise between Candia and the Barbary coast, about thirty-five leagues, leaves very sufficient space for more than two of the largest fleets to pass without mutual observation, particularly under the circumstances described. On our return to Syracuse, the circumstance of our steering up to the northward, while the enemy kept a southern course for Alexandria, makes it obvious, that our chance of falling in with them was still less than before. On the 25th of July we left Syracuse, still without any positive information respecting the enemy; but it occurred to the admiral that some authentic intelligence might be obtained in the Morea. We steered for that coast, and made the gulph of Coron on the 20th. Captain Trowbridge was again employed on that important service of obtaining intelligence, and was dispatched in the Culloden to Coron, off which place, by the great exertions of that able officer the fleet was not detained above three hours. He returned with intelligence from the Turkish governor, that the enemy had been seen steering to the S. E. from Candia, about four weeks before. Captain Trowbridge had had the satisfaction of observing, during his very hurried visit to Coron, that the inhabitants there entertained the most serious apprehensions from the French armament, and the most perfect detestation against the people. Upon the information obtained by captain Trowbridge, the admiral determined again to visit Alexandria, and carried all sail, steering for that place, which he had the pleasure to descry on the first of August, at noon, but not as before, it now appearing full of vessels of various kinds; and we soon had the satisfaction of seeing the French

flag flying on board some of the ships. The utmost joy seemed to animate every breast on board the squadron at sight of the enemy; and the pleasure which the admiral himself felt was perhaps more heightened than that of any other man, as he had now a certainty by which he could regulate his future operations. The admiral had, and it appeared most justly, the highest opinion of, and placed the firmest reliance on the valour and conduct of every captain in his squadron. It had been his practice during the whole cruise, whenever the weather and circumstances would permit, to have his captains on board the Vanguard, where he would fully develope to them his whole ideas of the different and best modes of attack, and such plans as he proposed to execute upon falling in with the enemy, whatever their position or situation might be by day or night: there was no possible condition in which they could be found, that he did not take into his calculation, and for the most advantageous attack of which he had not digested and arranged the best possible disposition of the force which he commanded. With the masterly ideas of their admiral, therefore, on the subject of naval tactics, every one of the captains of his squadron was most thoroughly acquainted; and upon surveying the situation of the enemy, they could ascertain with precision what were the ideas and intentions of their commander, without the aid of any further instructions; by which means signals became almost unnecessary, much time was saved, and the attention of every captain could almost undistractedly be paid to the condition of his own particular ship, a circumstance from which, upon this occasion, the advantages of the general service were almost incalculable. It cannot here be thought irrelevant to give some idea of what were the plans admiral Nelson had formed, and which he explained to his captains with such perspicuity, as to render his ideas completely their own. To the naval service at least they must not only prove interesting, but useful. Had he fallen in with the French fleet at sea, that he might make

the best impression on any part of it that should appear the most vulnerable, or the most eligible for attack, he divided his force into three sub-squadrons, viz.

| | | |
|-----------|-------------|-----------|
| Vanguard | Orion | Culloden |
| Minotaur | Goliath | Theseus |
| Leander | Majestic | Alexander |
| Audacious | Bellerophon | Swiftsure |
| Defence | | |
| Zealous | | |

Two of these sub-squadrons were to attack the ships of war, while the third was to pursue the transports, and to sink and destroy as many as it could. The destination of the French armament was involved in doubt and uncertainty; but it forcibly struck the admiral, that, as it was commanded by the man whom the French had dignified with the title of the Conqueror of Italy, and as he had with him a very large body of troops, an expedition had been planned which the land-force might execute without the aid of their fleet, should the transports be permitted to make their escape, and reach in safety their place rendezvous; it therefore became a material consideration with the admiral so to arrange his force, as at once to engage the whole attention of their ships of war, and at the same time materially to annoy and injure their convoy. It will be fully admitted, from the subsequent information which has been received upon the subject, that the ideas of the admiral on this occasion were perfectly just, and that the plan which he had arranged was the most likely to frustrate the designs of the enemy. It is almost unnecessary to explain his projected mode of attack at anchor, as that was minutely and precisely executed in the action which we now come to describe. These plans, however, were formed two months before an opportunity presented itself of executing any of them, and the advantage now was, that they were familiar to the understanding of every captain in the fleet. It has been already mentioned, that we saw the Pharos of Alexandria at noon on the first

of August. The *Alexander* and *Swiftsure* had been detached a-head on the preceding evening to reconnoitre the ports of Alexandria, while the main body of the squadron kept in the offing. The enemy's fleet was first discovered by the *Zealous*, captain Hood, who immediately communicated, by signal, the number of ships, sixteen, lying at anchor in line of battle, in a bay upon the larboard bow, which we afterwards found to be Aboukir Bay. The admiral hauled his wind that instant, a movement which was immediately observed and followed by the whole squadron; and at the same time he recalled the *Alexander* and *Swiftsure*. The wind was at this time N. N. W. and blew what seamen call a top-gallant breeze. It was necessary to take in the royals when we hauled upon a wind. The admiral made the signal to prepare for battle, and that it was his intention to attack the enemy's van and centre, as they lay at anchor, and according to the plan before developed. His idea, in this disposition of his force, was, first to secure the victory, and then to make the most of it as circumstances might permit. A bower cable of each ship was immediately got out abaft, and bent forward. We continued carrying sail, and standing in for the enemy's fleet in a close line of battle. As all the officers of our squadron were totally unacquainted with Aboukir Bay, each ship kept sounding as she stood in. The enemy appeared to be moored in a strong and compact line of battle, close in with the shore, their line describing an obtuse angle in its form, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van. This situation of the enemy seemed to secure to them the most decided advantages, as they had nothing to attend to but their artillery, in their superior skill in the use of which the French so much pride themselves, and to which indeed their splendid series of land victories were in general chiefly to be imputed. The position of the enemy presented the most formidable obstacles; but the admiral viewed these with the eye of a seaman determined on attack; and it instantly struck his eager and penetrating mind,

that where there was room for an enemy's ship to swing, there was room for another of ours to anchor. No further signal was necessary than that which had already been made. The admiral's designs were fully known to his whole squadron, as was his determination to conquer or perish in the attempt. The *Go-liath* and *Zealous* had the honour to lead inside, and to receive the first fire from the van ships of the enemy, as well as from the batteries and gun-boats with which their van was strengthened. These two ships, with the *Orion*, *Audacious*, and *Theseus*, took their stations inside the enemy's line, and were immediately in close action. The *Vanguard* anchored the first on the outerside of the enemy, and was opposed, within half pistol-shot, to *Le Spartiate*, the third in the enemy's line. In standing in, our leading ships were unavoidably obliged to receive into their bows the whole fire of the broadsides of the French line, until they could take their respective stations; and it is but justice to observe, that the enemy received us with great firmness and deliberation, no colours having been hoisted on either side, nor a gun fired, till our van ships were within half gun-shot. At this time the necessary number of our men were employed aloft in furling sails, and on deck in hauling the braces, &c. preparatory to our casting anchor. As soon as this took place, a most animated fire opened from the *Vanguard*, which ship covered the approach of those in the rear, which were following in a close line. The *Minotaur*, *Defence*, *Bellerophon*, *Majestic*, *Swiftsure*, and *Alexander*, came up in succession, and passing within hail of the *Vanguard*, took their respective stations opposed to the enemy's line. All our ships anchored by the stern, by which means the British line became inverted from van to rear. Captain Thompson, of the *Leander* of fifty guns, with a degree of judgment highly honourable to his professional character, advanced towards the enemy's line on the outside, and most judiciously dropped his anchor athwart hause of *Le Franklin*, raking her with great success, the shot from the *Leander's* broadside which

passed that ship all striking L'Orient, the flag-ship of the French commander-in-chief. The action commenced at sunset, which was at thirty-one minutes past six P. M. with an ardour and vigour which it is impossible to describe. At about seven o'clock total darkness had come on; but the whole hemisphere was, at intervals, illuminated by the fire of the hostile vessels. Our ships, when darkness came on, had all exhibited their distinguishing lights, by a signal from the admiral. The van-ship of the enemy, Le Guerrier, was dismasted in less than twelve minutes; and in ten minutes after, the second ship, Le Conquerant, and the third, Le Spartiate, very nearly at the same moment, were all dismasted. L'Aquilon and Le Souverain Peuple, the fourth and fifth ships of the enemy's line, were taken possession of by the British at half past eight in the evening. Captain Berry, at that hour, sent lieutenant Galwey of the Vanguard, with a party of marines, to take possession of Le Spartiate, and that officer returned by the boat the French captain's sword, which captain Berry immediately delivered to the admiral, who was then below, in consequence of the severe wound which he had received in the head during the heat of the attack. At this time appeared that victory had already declared itself in our favour; for although L'Orient, L'Heureux, and Conquerant were not taken possession of, they were considered as completely in our power, which pleasing intelligence captain Berry had likewise the satisfaction of communicating in person to the admiral. At ten minutes after nine, a fire was observed on board L'Orient, the French admiral's ship, which seemed to proceed from the after-part of the cabin, and which increased with great rapidity, presently involving the whole of the after-part of the ship in flames. This circumstance captain Berry immediately communicated to the admiral, who, though suffering severely from his wound, came upon deck, where the first consideration that struck his mind was concern for the danger of so many lives; to save as many as possible of whom, he ordered captain Berry to make every

practicable exertion. A boat, the only one that could swim, was instantly dispatched from the Vanguard; and other ships that were in condition to do so immediately followed the example; by which means, from the best possible information, the lives of about seventy Frenchmen were saved. The light thrown by the fire of L'Orient upon the surrounding objects, enabled us to perceive with more certainty the situation of the two fleets, the colours of both being clearly distinguishable. The cannonading was partially kept up to leeward of the centre till about ten o'clock, when L'Orient blew up with a most tremendous explosion. An awful pause and death-like silence for about three minutes ensued, when the wreck of the masts, yards, &c. &c. which had been carried to a vast height, fell down into the water, and on board the surrounding ships. A port fire from L'Orient fell into the main-royal of the Alexander, the fire occasioned by which was, however, extinguished in about two minutes, by the active exertions of captain Ball. After this awful scene, the firing recommenced with the ships to leeward of the centre till twenty minutes past ten, when there was a total cessation of firing for about ten minutes; after which, it was revived till about three in the morning, when it again ceased.

After the victory had been secured in the van, such British ships as were in condition to move had gone down upon the fresh ships of the enemy. At five minutes past five in the morning, the two rear-ships of the enemy, Le Guillaume Tell and Le Genereux, were the only French ships of the line that had their colours flying. At fifty-four minutes past five, a French frigate, L'Artemise, fired a broadside, and struck her colours; but such was the unwarrantable and infamous conduct of the French captain, that after having thus surrendered, he set fire to his ship, and with part of his crew made his escape on shore. Another of the French frigates, La Serieuse, had been sunk by the fire from some of our ships; but as her poop remained above water, her men were saved upon it, and were taken off by our boats in the morning. The Bellerophon, whose

masts and cables had been entirely shot away, could not retain her situation on board *L'Orient*, but had drifted out of the line to the lee side of the bay, a little before that ship blew up. The *Audacious*, in the morning, was detached to her assistance. At eleven o'clock, *Le Genereux* and *Guillaume Tell*, with the two frigates, *Le Justice* and *Le Diane*, cut their cables, and stood out to sea, pursued by the *Zealous*, captain Hood, who, as the admiral himself has stated, handsomely endeavoured to prevent their escape; but as there was no other ship in a condition to support the *Zealous*, she was recalled. The whole day of the second was employed in securing the French ships that had struck, and which were now all completely in our possession, *Le Tonnant* and *Timoleon* excepted: as these were both dismasted, and consequently could not escape, they were naturally the last of which we thought of taking possession. On the morning of the third, the *Timoleon* was set fire to, and *Le Tonnant* had cut her cable, and drifted on shore; but that active officer, captain Miller, of the *Theseus*, soon got her off again, and secured her in the British line. The British force engaged consisted of twelve ships of seventy-four guns, and the *Leander* of fifty. From the over anxiety and zeal of captain Trowbridge to get into action, his ship, the *Culloden*, in standing in for the van of the enemy's line, unfortunately grounded upon the tail of a shoal running off from the island, on which were the mortar and gun batteries of the enemy; and notwithstanding all the exertions of that able officer and his ship's company, she could not be got off. This unfortunate circumstance was severely felt at the moment by the admiral and all the officers of the squadron; but their feelings were nothing to be compared to the anxiety, and even anguish of mind, which the captain of the *Culloden* himself experienced, for so many eventful hours. There was but one consolation which could offer itself to him in the midst of the distresses of his situation---a feeble one it is true---that his ship served as a beacon for three other ships, viz. the

Alexander, Theseus, and Leander, which were advancing with all possible sail set close in his rear, and which otherwise might have experienced a similar misfortune, and thus, in a greater proportion still, have weakened our force. It was not till the morning of the second that the Culloden could be got off, and it was found she had suffered very considerable damage in her bottom; that her rudder was beat off, and the crew could scarcely keep her afloat with all pumps going. The resources of captain Trowbridge's mind availed him much, and were admirably exerted upon this trying occasion: in four days he had a new rudder made upon his own deck, which was immediately shipped; and the Culloden was again in a state for actual service, though still very leaky. The admiral knowing that the wounded of his own ship had been well taken care of, bent his first attention to those of the enemy. He established a truce with the commandant of Aboukir, and through him made a communication to the commandant of Alexandria, that it was his intention to allow all the wounded Frenchmen to be taken ashore to proper hospitals, with their own surgeons to attend them; a proposal which was assented to by the French, and which was carried into effect on the following day. The activity and generous consideration of captain Trowbridge were again exerted at his time for the general good. He communicated with the shore, and had the address to procure a supply of fresh provisions, wines, &c. which were served out to the sick and wounded, and which proved of essential utility. On the second, the Arabs and Mamalukes, who, during the battle, had lined the shores of the bay, saw with transport that the victory was decisively ours, an event in which they participated with an exultation almost equal to our own; and on that and the two following nights, the whole coast and country were illuminated as far as we could see, in celebration of our victory. This had a great effect upon the minds of our prisoners, as they conceived that this illumination was the consequence, not entirely of our success, but as some signal advantage obtained by the Arabs and Mamelukes

over Bonaparte. Although it is natural to suppose that the time and attention of the admiral, and all the officers of his squadron, were very fully employed in repairing the damages sustained by their own ships, and in securing those of the enemy, which their valour had subdued; yet the mind of that great and good man felt the strongest emotions of the most pious gratitude to the Supreme Being, for the signal success which, by his divine favour, had crowned his endeavours in the cause of his country; and in consequence, on the morning of the second, he issued the following memorandum to the different captains of his squadron:

MEMORANDUM.

*“ Vanguard, off the mouth of the Nile,
August 2, 1798.*

“ Almighty God having blessed his majesty's arms with victory, the admiral intends returning public thanksgiving for the same at two o'clock this day and he recommends every ship doing the same as soon as convenient.

“ To the respective officers of the squadron.”

At two o'clock accordingly, on the day, public service was performed on the quarter-deck of the Vanguard by the reverend Mr Couryn, the other ships following the example of the admiral, though perhaps not all at the same time. This solemn act of gratitude to heaven seemed to make a very deep impression upon several of the prisoners, both officers and men, some of the former of whom remarked, “ that it was no wonder we could preserve such order and discipline, when we could impress the minds of our men with such sentiments after a victory so great, and at a moment of such seeming confusion.” On the same day the following memorandum was issued to all the ships, expressive of the admiral's sentiments of the noble exertions of the different officers and men of his squadron;

MEMORANDUM.

*" Vanguard, off the mouth of the Nile,
August 2, 1798.*

" The admiral most heartily congratulates the captains, officers, seamen, and marines of the squadron he has had the honour to command, on the event of the late action; and he desires they will accept his most sincere and cordial thanks for their very gallant behaviour in this glorious battle. It must strike forcibly every British seaman how superior their conduct is, when in discipline and good order, to the riotous behaviour of lawless Frenchmen.

" The squadron may be assured the admiral will not fail, with his dispatches, to represent their truly meritorious conduct in the strongest terms to the commander-in-chief.

" To the captains of the ships of the squadron."

The praise expressed in this memorandum could not fail to be highly acceptable and gratifying to every individual in the squadron; and the observation which it endeavoured to impress upon the minds of all, of the striking advantages derived from discipline and good order, was so much the effect of recent experience, that every heart immediately assented to its justice. The benefit of this important truth will not, we trust, be confined to any particular branch of the British navy; the sentiment of the Hero of the Nile must infuse itself into the heart of every British seaman, in whatever quarter of the globe he may be extending the glory and interests of his country, and will there produce the conviction, that courage alone will not lead him to conquest, without the aid and direction of his exact discipline and order. Let those who desire to emulate (as every British seaman must) the glory acquired upon this signal occasion, pursue the same means which principally led to its acquisition. Let them repose the most perfect reliance in the courage, judgment and skill of their superior officers, and let them aid the designs of these, by uniform submissive obedience and willing subordination,---so shall the British navy

continue to be the admiration of the world, till time shall be no more. Immediately after the action, some Maltese, Genoese, and Spaniards, who had been serving on board the French fleet, offered their services in ours, which were accepted; and they expressed the greatest happiness at thus being freed, as they themselves said, from the tyranny and cruelty of the French. On the fourth day after the action, captain Berry, of the Vanguard, sailed in the Leander of fifty guns, with the admiral's dispatches to the commander-in-chief, earl St Vincent, off Cadiz, containing intelligence of the glorious victory he had obtained.

" Vanguard, off the mouth of the Nile,

" MY LORD, August 3, 1798.

" Almighty God has blessed his majesty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at sun-set on the 1st of August off the mouth of the Nile. The enemy were moored in a strong line of battle for defending the entrance of the bay (of shoals) flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van; but nothing could withstand the squadron your lordship did me the honour to place under my command. Their high state of discipline is well known to you; and, with the judgment of the captains, together with their valour and that of the officers and men of every description, it was absolutely irresistible. Could any thing from my pen add to the characters of the captains, I would write it with pleasure, but that is impossible. I have to regret the loss of captain Westcott, of the Majestic, who was killed early in the action, but the ship was continued to be so well fought by her first lieutenant, Mr Cuthbert, that I have given him an order to command her till your lordship's pleasure is known. The ships of the enemy, all but their two rear ships, are nearly dismasted; and these two, with two frigates, I am sorry to say, made their escape; nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it, but I

had no ship in condition to support the Zealous, and I was obliged to call her in. The support and assistance I received from captain Berry cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck, but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second-in-command, that of the commander-in-chief being burnt in the L'Orient. Herewith I transmit you lists of the killed and wounded, and lines of battle of ourselves and the French.----I have the honour to be, &c. **HORATIO NELSON.**

*To admiral the Earl of St Vincent,
commander-in-chief, &c. &c. &c.
off Cadix."*

Extract of a letter from the Rev. Mr Nelson, to the Rev. Brian Allot, [who has a living in the neighbourhood of Burnham], in answer to a congratulatory epistle on the Battle of the Nile. Dated October 1798.

"My great and good son went into the world without fortune, but with a heart replete with every moral and religious virtue---these have been his compass to steer by; and it has pleased God to be his shield in the day of battle, and to give success to his wishes to be of service to his country. His country seems sensible of his services; but should he ever meet with ingratitude, his scars will plead his cause; for, at the siege of Bastia he lost an eye; at Teneriffe an arm; on the memorable 14th of February, he received a severe blow on his body, which he still feels; and now a wound on the head. After all this, you will believe his bloom of countenance must be faded; but the spirit beareth up yet as vigorous as ever. On the 29th of September he completed his 40th year; cheerful, generous, and good; fearing no evil, because he has done none; an honour to my grey hairs, which, with every mark of old age, creep fast upon me."

Copy of a letter from Lord Nelson to his Lady.

*" Vanguard, St Peter's Island, off Sardinia,
May 24, 1798,*

" My dearest FANNY,

" I ought not to call what has happened to the Vanguard by the cold name of accident; I believe firmly it was the Almighty's goodness to check my consummate vanity. I hope it has made me a better officer, as I feel it has made me a better man; I kiss, with all humility, the rod. Figure to yourself, on Sunday evening at sunset, a vain man walking in his cabin, with a squadron around him, who looked up to their chief to lead them to glory, and in whom their chief placed the firmest reliance, that the proudest ships of equal numbers belonging to France would have lowered their flags, and with a very rich prize lying by him.---Figure to yourself, on Monday morning, when the sun rose, this proud conceited man, his ship dismasted, his fleet dispersed, and himself in such distress, that the meanest frigate out of France would have been an unwelcome guest. But it has pleased Almighty God bring us into a safe port, where, although we are fused the rights of humanity, yet the Vanguard will two days, get to sea again as an English man of war.

*As some reward for the valour and discretion displayed by the admiral on this occasion, his own sovereign bestowed upon him the honours of the peerage, by the title of baron Nelson of Thorpe, in the county of Norfolk, and of the Nile; and his Sicilian majesty created him duke of Bronte in Naples. The war still continued, and the name and abilities of his lordship were too eminent to be allowed to rest under the service of his country, In the end he was placed under the orders of sir Hyde Parker, and ordered to break a league between the northern powers known by the name of the *Armed Neutrality*, in which he acted a very conspicuous part. Early in the morning of the 11th of May 1801, the admiral ma-*

signal for seeing land ; and on the 19th, about noon, his ship made the Scaw, which was the first general rendezvous of the fleet. From the 21st to the 24th there were in general foul winds, heavy falls of snow, and rain, which, added to a chilling cold, caused the officers and crews to suffer incredible fatigue. During the negotiations that were carried on previous to passing the Sound, an incident occurred, which though trivial in itself, may lead to point out the mode of thinking then prevalent in the court of Denmark, and the perfect state of security in which the Danes considered themselves at that time. An officer of distinction, high in favour with the prince, came aboard the admiral, with a verbal answer to one of our proposals ; and finding some difficulty in expressing with sufficient accuracy, the sentiments of his court, was requested to communicate them in writing. The pen brought for this purpose happening to be ill pointed, he held it up, and observed with a sarcastic smile : those about him, " If your guns are not better pointed than your pens, you will make little impression on Copenhagen." On the 28th, orders were given to prepare for battle ; and lord Nelson was appointed to lead the attack. The afternoon of the 29th was principally employed in clearing the ships for action, which was done with the utmost alacrity and expedition ; and it now remained to give a practical refutation of a long-established error. It hath been a received opinion, that the possession of Cronenburg castle gave to the Danes an uncontrolled command of the passage of the Sound ; and the Danes have so far profited by the imagined advantage of their situation, as, for more than a century, to have exercised the undisputed right of levying contributions on all vessels, in proportion to the value of the cargo, trading to and from the Baltic. The tacit assent given by the European powers to this flagrant imposition, apparently justified by the sanction of time, so far confirmed the Danes in the validity of this opinion, that they considered any augmentation of the works as superfluous ; and relying on the co-operation of the Swedes, had neglected rendering the ap-

proach of the British, as by means of floating batteries they might, an attempt of real difficulty. The wind being as fair as the most sanguine expectations could desire, the admiral, to the inexpressible joy of the whole fleet, made, on the morning of the 30th, the signal to weigh and form the order of battle. Lord Nelson was ordered to lead the van, while sir Hyde Parker acted with his division in the rear as a corps de reserve; and such was the promptitude in executing the orders to form the line and engage, that, at half past six, the Monarch, appointed to lead the fleet, was so far advanced, that the enemy commenced a heavy and well supported fire from the whole line of his positions, which was instantaneously returned from the leading ships, and from some of those of the centre and rear divisions. No one circumstance during the operations of this day contributed so efficaciously to their success as the silence of the Swedish batteries. Whether the conduct of the court of Stockholm on this originated in any secret misunderstanding between itself and that of Copenhagen, or whether it trembled for its town of Helsingborg, it is not for us to determine, but in point of fact, not a single shot was fired from the Swedish shore; and at half past ten every ship had passed the Sound, without sustaining the slightest injury, except the loss of six or seven men killed and wounded on board the Isis, by the bursting of one of her lower-deck guns.

Lord Nelson having offered his service for conducting the attack, after having examined and buoyed the outer channel of the middle ground, proceeded with twelve ships of the line, all the frigates, bombs, fire ships, and all the small vessels, and, on the same evening of the 1st of April, anchored off Draco Point, to make his disposition for the attack, and wait for the wind to the southward. It was agreed on between the admiral and vice-admiral, that the ships remaining with the admiral should weigh at the same moment his lordship did, and menace the Crown batteries, and four Danish ships of the line, that lay at

the entrance of the arsenal; as also to cover our disabled ships as they should come out of the action.

In the morning of April 2d, lord Nelson made the signal for the squadron to weigh and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, from twenty-six twenty-four pounders to eighteen eighteen-pounders, and one bomb-ship, besides schooner gun-vessels. These were supported by the Crown Islands, mounting eighty-eight cannon, and four sail of the line moored in the harbour's mouth, and some batteries, as above noticed, on the island of Amack. The bomb-ship and schooner gun-vessels made their escape. The other seventeen sail, being the whole of the Danish line to the southward of the Crown Islands, after a battle of four hours, were sunk, burnt, or taken.

From the very intricate navigation, two of our ships, the Bellona, and Russel, unfortunately grounded, but although not in the situation assigned them, in such a place as enabled them to be of great service. The Agamemnon could not weather the shoal of the middle, and was unavoidably obliged to anchor. These accidents prevented the extension of our line by the three ships just mentioned, which lord Nelson was confident would have silenced the Crown Islands, with the two outer-ships in the harbour's mouth, and prevented a heavy loss of men in the Defiance and Monarch, and which unhappily threw the gallant and good captain Riou under a very heavy fire. The consequence was, the death of captain Riou, and many brave officers and men in the frigates and sloops. The bombs were directed and took their station abreast of the Elephant, in which the vice-admiral had hoisted his flag, and threw some shells into the arsenal. Captain Rose, who volunteered his services to direct the gun-brigs, did every thing that was possible to get them forward, but the current was too forcible for them to be of service during the action. The boats of those ships of the line which were not ordered on the attack, afforded the squadron engaged every assistance. The Desire took her station in ra-

king the southernmost Danish ship, and performed the greatest service. The action began at five minutes past ten. The van was led by captain George Murray, of the Edgar, who set a noble example of intrepidity, which was followed by every officer and man in the navy. The loss, in such a battle, was naturally very heavy. The total amount of the killed, and wounded was stated at 943. Among the killed besides captain Riou, was captain Moss of the Monarch: among the wounded sir Thomas B. Thompson, of the Bellona, who lost his leg. Lord Nelson, from whose report of the action to sir H. Parker we have extracted these particulars, bestowed the warmest and most liberal praise on all concerned; and on none more than on those officers and men whose utmost exertions had proved ineffectual. We now proceed to take notice of some other particulars respecting the engagement, not mentioned by lord Nelson.

The carnage on board the Danish ships was excessive. It was calculated by the commander-in-chief, Oliver Fither, at 1800. The vessels were crowded with men; and from some singular neglect, probably originating in the idea of the wounded being so near the city, that they should be immediately accommodated there, there was not on board their block ships a single surgeon. When our people boarded them, they found hundreds bleeding to death. As soon as the fire of the Danish line slackened, and lord Nelson perceived that the ships and batteries of the enemy were in his power, he went to his cabin and wrote a letter to the prince royal, representing the expediency of allowing a flag of truce to pass, and stating, that if this was denied, he should be under the necessity of destroying the floating batteries, now in his power, while it would be impossible to save those brave men by whom they were defended. This note was addressed "To the brothers of Englishmen, the Danes." When, in consequence of this representation, he received permission to land, and went on shore to adjust terms of reconciliation, he was received by the brave and generous Danes, with the loudest acclamations, and treated by

the accomplished prince of Denmark with every mark of respect. The immediate consequence of their conference was an armistice, which soon led to an amicable convention. The dreadful engagement heard, seen, and felt, on the Danish shore, wound up the feelings of all ranks to the highest pitch of sensibility: but all individual hopes and fears seemed to be lost in a general blaze of patriotic ardour. From the crown prince, whose cool intrepidity and judgment were gloriously displayed in the sight of his people and of Europe, to the humble citizen, one heroic mind and purpose seemed to animate and unite the whole. Never had the Danish valour, even in the brightest periods of their history, shone out with more distinguished lustre. The daring pirates of the ninth and tenth centuries did not exhibit greater intrepidity and prowess in invading, than their descendants of the nineteenth century did in resisting an invasion from England. If the recollection of a common origin, a similarity of manners, and long habits of commercial and social intercourse, tends to impress on the two nations a conviction that they are fitted and destined to be good friends to each other, the ever memorable battle of Copenhagen, not more glorious to the one party than the other, ought to be a long memento, that they are not less fitted to be mutually dreadful and destructive enemies. Lord Nelson told the crown prince's aid-de-camp, colonel Lindholm, who waited on him respecting the proffered flag of truce, that "the French fought bravely, but that they could not have stood an hour, the fight which the Danes maintained for four. I have been in 105 engagements (said he) in the course of my life, but that of to-day was the most terrible." Admiral sir Hyde Parker, in his dispatches to the admiralty said, "Were it possible for me to add any thing to the well-earned renown of lord Nelson, it would be by asserting, that his exertions, great as they have hitherto been, never were carried to a higher pitch of zeal for his country's service."

The Swedish fleet at Carlsrona left that port the 31st of March, but was prevented from joining the

Danes by contrary winds. Surmises were current, that the Swedish government was more eager to incite the Danes, than to take themselves a share in actual hostilities ; but they were wholly groundless.

The proposals made by lord Nelson, in the conference with the prince of Denmark, are said to have been these :—1. That Denmark should recede from its alliance with Russia.—2. That the English should be permitted to repair their ships in the Danish docks.—3. That the wounded on board the English fleet should be taken care of in Danish hospitals. The last of these conditions was readily granted : the others rejected. An armistice, however, was agreed to, and prolonged from day to day. A notice of six hours, in case an intention of renewing hostilities on either side, was to be given previously to the termination of the armistice. What passed in different conversations between the Danish prince and the English vice-admiral, has not been yet disclosed. But whatever were the points that impeded a pacification on the part of Denmark, they were given up, in consequence of intelligence that the emperor of Russia, Paul I. was found dead in his bed, on the night that followed the 22d of March.

Copies of the correspondence which passed between Lord Nelson and the Prince-Royal of Denmark, on the 2d of April.

NO I.

Lord Nelson has directions to spare Denmark when no longer resisting ; but if the firing is continued on the part of Denmark, lord Nelson must be obliged to set on fire all the floating batteries he has taken, without having the power of saving the brave Danes who had defended them. NELSON and BRONTE.

To the Brothers of Englishmen, the Danes.

No II.

His royal highness the prince-royal of Denmark has sent me, general-adjutant Lindholm, on board, to his Britannic majesty's vice-admiral, the right hon. lord Nelson, to ask the particular object of sending the flag of truce.

No III.

Lord Nelson's answer.

Lord Nelson's object in sending the flag of truce, was humanity: he therefore consents that hostilities shall cease, and that the wounded Danes may be taken on shore; and lord Nelson will take his prisoners out of the vessels, and burn or carry off his prizes, as he shall think fit. Lord Nelson, with humble duty to his royal highness the prince of Denmark, will consider this the greatest victory he ever gained, if it be the cause of a happy reconciliation and union between his own most gracious sovereign, and his majesty the king of Denmark. NELSON and BRONTE.

Conditions of the convention for a cessation of arms, concluded between England and Denmark, at Copenhagen, on the 9th of April 1801.

The Danish government on the one part, and admiral sir Hyde Parker, knight, commander-in-chief of his Britannic majesty's naval force in the Road of Copenhagen, on the other, equally induced by sentiments of humanity, to put a stop to the effusion of blood, and preserve the city of Copenhagen from the calamitous consequences of the continuation of hostilities, have mutually agreed to a cessation of arms.

With this view, his majesty the king of Denmark has appointed major-general Ernestus Frederick Watersdorff, chamberlain to his Danish majesty, and colonel of a regiment; and adjutant-general Hans Lindholm, as commissioners, to conclude this armistice; and admiral sir Hyde Parker has, on his part, appointed lord Horatio Nelson, knight of the order of

the bath, duke of Bronte in Sicily, grand cross of the orders of Ferdinand and merit, and knight of the Austrian order of the crescent, vice-admiral of the fleet of his Britannic majesty; and also lieutenant-colonel William Stewart, commander of a detachment of land troops on board the fleet: which commissioners have this day met, and, after exchanging their full powers, agreed to the following conditions.

Article I.—From the moment of the signing of this armistice, all hostilities shall cease between the fleet under the command of admiral sir Hyde Parker and the city of Copenhagen, and all the armed ships and vessels belonging to his Danish majesty, which shall be found in the road or harbour of that city, as also between the different provinces and islands of Denmark, Jutland included.

II.—The annexed ships and vessels of his Danish majesty shall remain in their present condition, with respect to the manner in which they are armed, and manner as to their military position; and the treaty known by the name of the Treaty of the Armed Neutrality, shall, so far as concerns the active co-operation of Denmark, remain suspended, so long as this armistice shall continue in force.

On the other hand, armed ships and vessels under the command of admiral sir Hyde Parker shall, in no manner whatever, disturb the city of Copenhagen, or the armed ships and vessels of his Danish majesty, or the coast of the different islands and provinces of Denmark, Jutland included; and, in order to prevent every thing which may create disturbance or suspicion, admiral sir Hyde Parker shall on no account permit any ship or vessel under his command to approach within a cannon-shot of the armed ships or fortifications of his Danish majesty in the Road of Copenhagen. This termination shall, however, not extend to the ships which must necessarily pass and re-pass through the king's sound.

III.—This armistice shall secure the city of Copenhagen, as also the coast of Denmark, Jutland, and the islands, against the attack of any other fleet of war, which now, or hereafter, during the continuance of this armistice, may be sent by his Britannic majesty into these seas.

IV.—The fleet of admiral sir Hyde Parker shall be at liberty to procure from the city of Copenhagen, and along the coasts of the different islands and provinces of Denmark, Jutland included, whatever may be wanted for the health and cure of the crews.

V.—Admiral sir Hyde Parker shall engage to send ashore all the subjects of his Danish majesty, which are at present on board the British fleet under his command; and the Danish government engages to account both for them and for the wounded which were suffered to come ashore after the battle of the 2d, in the unfortunate case of the renewal of hostilities with Great Britain.

VI.—The coasting trade of Denmark, with the different parts of the coast included within the extent of this armistice, shall in no manner be disturbed by any British armed ship or vessel; and admiral sir Hyde Parker shall issue the necessary instructions to that purpose.

VII.—This armistice shall continue in force during the space of fourteen weeks, from the day of its being signed by the contracting parties; after the expiration of that time, each of the said parties shall be at liberty to declare it terminated, and recommence hostilities on giving a previous notice of fourteen days. The conditions of this armistice shall, on every occasion, be explained in the most liberal and candid manner, in order to remove every ground of future dispute, and to facilitate the means of a restoration of friendship and good understanding between the two kingdoms. It witness of this, we the undersigned, according to our full powers, have signed, and sealed with

our arms, the present armistice. Given on board his Britannic Majesty's ship the London, in the road of Copenhagen, the 9th of April 1801.

(L. S.) E. F. WATTERSDORFF.

(L. S.) NELSON, Duke of Bronte.

(L. S.) W. LINDHOLM.

(L. S.) W. STEWART.

Ratified by me, HYDE PARKER, Admiral and Commander-in-chief of the fleet of his Britannic Majesty.

Letter from admiral Lord Nelson to vice-admiral Cronstadt, commander-in-chief of the Swedish fleet, received at Carlscrona by a flag of truce, on the 10th of May 1801.

SIR,

The former commander-in-chief of the British fleet in the Baltic having, at the request of the emperor of Russia, consented not to intercept the Swedish navigation, it would be extremely unpleasant to me should any thing happen which might for a moment disturb the returning harmony and friendship between Sweden and Great Britain. Your excellency must therefore permit me to inform you, that I am not directed to abstain from hostilities should I meet with the Swedish fleet at sea. As it is therefore in your power to prevent this, I am convinced that you will consider this intimation as a friendly measure on my part, and communicate the same to his Swedish majesty. I entreat your excellency to believe that I am, with the utmost respect, your most obedient servant,

NELSON and BRONTE.

On board the Prince George, in the Baltic.

The answer returned by vice-admiral Cronstadt,

ADMIRAL,

I have had the honour to receive the letter of your excellency of the 8th instant, and have transcribed it to the king my master, who is gone from h

to Stockholm. When I shall receive his answer, I will do myself the honour to forward it to you immediately.

C. O. CRONSTADT,

*Admiral and commander-in-chief
of the fleet at Carlscrona.*

*Carlscrona, }
May 10, 1801. }*

Letter from admiral Nelson to admiral Cronstadt, commander-in-chief of the Swedish fleet, received at Carlscrona, the 24th of May 1801.

SIR, *St George, at sea, May 23, 1801.*

In the correspondence which your excellency had with the late commander-in-chief of the British fleet in the Baltic, who notified to you that the Swedish trade in the Cattegat and the Baltic should not be molested by British cruizers, I find no counter-declaration to the same tenor on the part of Sweden. I must therefore request of your excellency an explicit declaration, that the trade of Great Britain in the Cattegat and the Baltic shall in no manner be molested by Sweden. Your excellency will perceive the necessity of such a reciprocal declaration.—I am, with the utmost respect, your excellency's most obedient servant,

NELSON and BRONTE.

To this the following answer was returned.

ADMIRAL,

I have to-day had the honour to receive the letter of your excellency of the 23d instant. As my instructions do not permit me to issue my orders relative to the conduct to be pursued with respect to the trade of Great Britain, I shall transmit the letter of your excellency to the king my master, and when I receive the commands of his majesty on the subject, shall immediately have the honour to communicate to you an official answer.—I remain, with the utmost respect,

CRONSTADT.

An extra post from Stockholm of the 20th, however, bringing the royal ordinance relative to the English trade, the cutter Hoff was immediately dispatched with a flag of truce, and the following letter :

Admiral Lord Nelson, *Carlsrona, May 24.*

I have this moment received the orders of the king my master, for taking off the embargo of the trade and navigation to England, a copy of which I herewith transmit to your excellency, as your excellency, in your excellency's letter of yesterday requested it of me, and as I am now enabled, according to my promise, to return you an official answer.—I am, &c.

CRONSTADT.

Letter from vice-admiral Cronstadt to lord Nelson.

ADMIRAL, *Carlsrona, June 17, 1801.*

With the most gracious approbation of the king my master, I have the honour to signify to your excellency, that according to the latest accounts from St Petersburg, his excellency lord St Helen's has arrived there, and that the negotiation gives reason to believe, and hopes that the present differences will soon be adjusted in an equitable and pacific manner. I am hereby afforded a new opportunity of assuring your excellency of my sincere and high esteem.

CRONSTADT,

*His majesty's adjutant on board the fleet,
and commander at Carlsrona.*

Vice-admiral Pole, who had succeeded lord Nelson as commander of the English fleet in the Baltic, returned to this letter the following answer :

On board his Britannic Majesty's ship the
ADMIRAL, *St George, in Kioge Bay, June 22, 1801.*

I this morning received your letter of the 17th. In this occasion, I cannot but lament that I do not understand the Swedish language, and especially, as I am consequently in doubt whether your letter has been

rightly translated to me. I am, however, sufficiently acquainted with its contents, to entreat you to assure his Swedish majesty in my name, that I acknowledge, with the greatest pleasure, his gracious condescension, in informing me that lord St Helen's is arrived at St Petersburg, and that it may be expected that the negotiations errrying on there will soon be concluded on the most friendly, equitable, and durable conditions, as it is the wish of the king my master and the whole kingdom. On my arrival here on the 18th instant, lord Nelson returned to England. The state of his health renders it necessary that he should retire from the service for a time. I entreat you, admiral, to accept my sincere wish, that a perfect unity may soon be restored between the two nations which we have the honour to serve, and to permit me to assure you of the high esteem with which, I am, &c.

CHARLES POLE,

Vice-admiral and commander-in-chief of his Britannic majesty's fleet in the Baltic.

On the first July, lord Nelson arrived at Yarmouth: previously to leaving the fleet, he addressed the following paper to the officers and seamen :

MEMORANDUM.

St George, Kioge Bay,

June 18, 1801.

Lord Nelson has been obliged, from the very bad state of his health, to apply to the lords commissioners of the admiralty for leave to return to England, which their lordships have been pleased to comply with; but lord Nelson cannot allow himself to leave the fleet, without expressing to the admirals, captains, officers, and men, how sensibly he has felt, and does feel, all their kindnesses to him, and also how nobly and honourably they have supported him in the hour of battle, and the readiness they have shown to maintain the honour of their king and country on many occasions which have offered: and had more oppor-

tunities presented themselves, lord Nelson is perfectly persuaded they would have added more glory to their country. Lord Nelson cannot but observe, with the highest satisfaction which can fill the breast of a British admiral, that (with the exception of the glaring misconduct of the officers of the *Tigress* and *Backer* gun-brigs, and the charges alleged against the lieutenant of the *Terror* bomb) out of 18,000, of which the fleet is composed, not a complaint has been made of any officer or man in it; and he cannot but remark, that the extraordinary health of this fleet, under the blessings of Almighty God, is to be attributed to the great regularity, the exact discipline, and cheerful obedience of every individual in the fleet. The vice-admiral assures them, that he will not fail to represent to the lords commissioners of the admiralty their highly praise-worthy conduct; and, if it pleases God that the vice-admiral recovers his health, he will feel proud, on some future day, to go with them in pursuit of further glory, and to assist in making the name of our king beloved and respected by all the world.

NELSON and BRONTE.

To the respective admirals, captains, &c. &c.

An invasion having been threatened on the part of France, and a considerable number of small vessels collected along the coasts of the republic, particularly in the harbour of Boulogne, preparatory to such an attack, lord Nelson had once more an opportunity of exerting his valour and talents. He accordingly hoisted his flag on board the *Unite* frigate, then lying in Sheerness, and took upon him the command of fifteen other frigates, and a considerable number of gun-boats and craft, stationed from Portsmouth, up the Straits of Dover, to the northern extremity of the island. On this undertaking, he was invested with very extensive and unusual powers. He was also allowed by the admiralty three aides-de-camp, an indulgence unprecedented, but granted in consideration of the inconveniences he was exposed to, through the want of his right arm. During this enterprize, lord Nelson

made repeated attacks : his successes, though small in themselves, were great and valuable in their aggregate amount ; the enemy received an important check ; and the individual valour of Britons was, perhaps, never more strikingly displayed. Among the captures, that of the *Chevrette*, while it serves as an instance, conveys in its history a striking picture of the nature of the warfare in which lord Nelson was now engaged.

“ Plymouth, July 27.

The *Chevrette*, French corvette, which came in here yesterday, is mounted with twenty nine-pounders, and had on board, when the action commenced, 339 men, including troops. Though the utmost secrecy was used, the enemy had some idea that an attempt would be made to cut her out. The boats of the squadron were discovered at some distance from the ship, a tremendous fire was instantly opened from the corvette, as well as from the batteries ; the boats, however, amidst a shower of shot, got alongside about twelve o'clock, and found the enemy fully prepared to receive them, having ranged his men three deep along the booms, each armed with a boarding-pike, a tomahawke, and a brace of pistols, with which they bravely defended the ship a considerable time ; but the determined spirit of the British seamen surmounted every obstacle : they got possession of the decks ; the carnage became general ; and the contest was kept up with great slaughter for about an hour and a half, until the decks of the vessel was literally filled with dead and wounded bodies. The Frenchmen, then, finding further resistance ineffectual, declared they had struck. Lieutenant Neville, of the *Uranie*, immediately after boarding, ran aft to the quarter-deck, and, discovering the French captain, a combat instantly ensued, in which the latter was presently vanquished, and fell lifeless near the wheel, having been run through with a cutlass. Lieutenant Sinclair, of the marines, was killed in defending a midshipman of the *Doris*, who was also wounded in two places ; while endeavouring to get on board the vessel. So desperate an undertaking has hardly been attempted

during the war, as the ship lay under the batteries ; but fortunately all the shot passed over her, so that the boats were not much annoyed by them. The ship has on board a great quantity of stores. Many of the British sailors had their arms cut off by the Frenchmen's tomahawkes, when endeavouring to board. During the action three eighty-gun ships came out of Brest, to assist the corvette, and the English fleet made an attempt to cut them off, but they returned and got into the harbour again. The line of conduct adopted by the enemy was purely defensive : he ran his ship a-ground, and chained his gun-boats to the shore. Lord Nelson was able to make little or no impression ; but he dispirited the enterprize by the most daring defiance, and distracted the operations, by given full employment to all the energies capable of being called forth. After the first attack upon the flotilla at Boulogne, lord Nelson issued the following address to his squadron :

Medusa, off Boulogne, August 5.

Lord Nelson has reason to be very much satisfied with the captains of the bombs, for their placing of the vessels yesterday ; it was impossible that they could have been better situated ; and the artillery officers have shewn great skill, in entirely disabling ten of the armed vessels out of twenty-four opposed to them, and many others, lord Nelson believes, are much damaged. The commander-in-chief cannot avoid noticing the great zeal and desire to attack the enemy in a closer and different combat, which manifested itself in all ranks of persons, and which lord Nelson would gladly have given full scope to, had the attempt at this moment been proper ; but the officers and others may rely, that an early opportunity shall be given them for shewing their judgment, zeal, and bravery. The hired and revenue cutters kept under sail, and performed the duty entrusted to them with a great deal of skill.

NELSON and BRONTE..

After the second attack, his lordship expressed himself in the following words :

Medusa, Downs, Aug. 18.

Vice-admiral lord Nelson has the greatest satisfaction in sending to the captains, officers, and men, under his command, that were employed in the late attempt on the enemy's flotilla off Boulogne, an extract of a letter which he has received from the first lord of the admiralty, not only approving of their zeal and persevering courage, but bestowing the highest praise on them.

The vice-admiral begs to assure them, that the enemy will not have reason to boast of their security ; for he trusts, ere long, to assist them in person in a way which will completely annihilate the whole of them. Lord Nelson is convinced, that if it had been possible for men to have brought the enemy's flotilla out, the men that were employed to do so would have accomplished it. The moment the enemy have the audacity to cast off the chains which fix their vessels to the ground, that moment lord Nelson is well persuaded they will be conducted by his brave followers to a British port, or sent to the bottom.

NELSON and BRONTE.

Extract of a letter from Earl St Vincent to Lord Viscount Nelson, K. B. dated the 17th instant.

It is not given us to command success. Your lordship, and the gallant officers and men under your orders, most certainly deserve it ; and I cannot sufficiently express my admiration of the zeal and persevering courage with which this gallant enterprize was followed. The manner in which the enemy's flotilla was fastened to the ground, and to each other, could not have been foreseen. The highest praise is due to your lordship, and all under your command, who were actors in this gallant attempt.

The public documents beneath exhibit a minute story of this expedition.

SIR,

Medusa, off Boulogne.

The enemy's vessels, brigs, and flats, (lugger rigged), and a schooner, twenty-four in number, were this morning at day-light anchored in a line in the front of Boulogne. The wind being favourable for the bombs to act, I made the signal for them to weigh, and to throw shells at the vessels, but as little as possible to annoy the town; the captains placed their ships in the best possible position, and in a few hours three of the flats and a brig were sunk, and in the course of the morning six were on shore, evidently much damaged. At six in the evening, being high water, five of the vessels which had been aground hauled with difficulty into the mole; the others remained under water: I believe the whole of the vessels would have gone inside the pier, but for want of water. What damage the enemy has sustained, beyond what we see, it is impossible to tell. The whole of this affair is of no further consequence, than to show the enemy they cannot, with impunity, come outside their ports. The officers of the artillery threw the shells with great skill; and I am sorry that captain Freyers, of the royal artillery, is slightly wounded, by the bursting of an enemy's shell, and two seamen are also wounded.—A flat gun-vessel is this moment sunk. I am, &c. &c.

NELSON and BRONTE.

SIR,

Medusa, off Boulogne, Aug. 16.

Having judged it proper to attempt bringing off the enemy's flotilla, moored in the front of Boulogne, I directed the attack to be made by four divisions of boats, for boarding, under the command of captains Sommerville, Cotgrave, Jones, and Parker; and a division of howitzer-boats, under captain Conn. The boats put off from the Medusa at half past eleven o'clock last night, in the best possible order, and before one o'clock this morning the firing began, and I

Had, from the judgment of the officers, and the zeal and gallantry of every man, the most perfect confidence of complete success; but the darkness of the night, with the tide and half tide, separated the divisions; and from all not arriving at the same happy moment with captain Parker, is to be attributed the failure of success; but I beg to be perfectly understood, that not the smallest blame attaches itself to any person; for although the divisions did not arrive together, yet each (except the fourth division, which could not be got up before day) made a successful attack on that part of the enemy they fell in with, and actually took possession of many brigs and flats, and cut their cables; but many of them being aground, and the moment of the battle's ceasing on board them, the vessels were filled with volleys upon volleys of musketry, the enemy being perfectly regardless of their own men, who must have suffered equally with us, it was therefore impossible to remain on board, even to burn them; but allow me to say, who have seen much service this war, that more determined persevering courage I never witnessed, and that nothing but the impossibility of being successful, from the causes I have mentioned, could have prevented me from having to congratulate their lordships; but although in point of value the loss of such gallant and good men is incalculable; yet, in point of number, it has fallen short of my expectations. I must also beg leave to state, that greater zeal and ardent desire to distinguish themselves by an attack on the enemy was never shown than by all the captains, officers, and crews of the different descriptions of the vessels under my command. The commanders of the Hunter and Greyhound revenue cutters went in their boats in the most handsome and gallant manner to the attack. Amongst the many brave men wounded, I have, with the deepest regret, to place the name of my gallant good friend, and able assistant, captain Edward T. Parker, also my flag-lieutenant, Frederic Langford, who has served with me many years: they were both wounded in attempting to board the French commodore. To captain Gore,

of the Medusa, I feel the highest obligations; and when their lordships look at the loss of the Medusa on this occasion, they will agree with me, that the honour of my flag, and the cause of their king and country, could never have been placed in more gallant hands. Captain Bedford, of the Leyden, with captain Gore, very handsomely offered their services to serve under a master and commander; but I did not think it fair to the latter, and I only mention it to mark the zeal of those officers. From the nature of the attack only a few prisoners were made; a lieutenant, eight seamen, eight soldiers, are all the brought off. Herewith, I send the reports of the several commanders of divisions, and a return of killed and wounded. I have the honour to be, &c. NELSON and BRONTE:

Evan Nepean, esq.

P. S. Captain Somerville was the senior master and commander employed.

Eugenie, off Boulogne,

Aug. 16, 1801.

MY LORD,

In obedience to your lordship's directions, to state the proceedings of the first division of boats which you did me the honour to place under my command, for the purpose of attacking the enemy's flotilla in the Bay of Boulogne, I beg leave to acquaint you, that after leaving the Medusa last night, I found myself, on getting on shore, carried considerably, by the rapidity of the tide, to the eastward of the above-mentioned place; and finding that I was not likely to reach it in the order prescribed, I gave directions for the boats to cast each other off. By so doing, I was enabled to get to the enemy's flotilla a little before the dawn of day, and in the best order possible attacked, close to the pier-head, a brig, which, after a sharp contest, I carried. Previous to so doing, her cables were cut; but I was prevented from towing her out, by her being secured with a chain, and in consequence of a very heavy fire of musketry and grape-shot that was directed at us from the shore, three luggers and

another brig within half pistol-shot, and not seeing the least prospect of being able to get her off, I was obliged to abandon her, and push out of the bay, as it was then completely day-light. The undaunted and resolute behaviour of the officers, seamen, and marines, was unparalleled; and I have to lament the loss of several of those brave men, a list of whom I inclose herewith. I have the honour to be, &c.

P. SOMERVILLE.

Lord Viscount Nelson, K. B.

*Medusa, off Boulogne,
Aug. 16.*

MY LORD,

After the complete arrangement which was made, the perfect good understanding and regularity with which the boats you did me the honour to put under my command left the *Medusa*, I have an anxious feeling to explain to your lordship the failure of our enterprise, that on its outset promised every success. Agreeable to your lordship's instructions, I proceeded with the second division of the boats under my direction (the half of which were under the direction of lieutenant Williams, senior of the *Medusa*) to attack the part of the enemy's flotilla appointed for me, and at half past twelve had the good fortune to find myself close to them, when I ordered lieutenant Williams, with his subdivision, to push on to attack the vessels to the northward of me, while I, with the others, ran alongside a large brig off the Mole Head, wearing the commodore's pennant. It is at this moment that I feel myself at a loss for words to do justice to the officers and crew of the *Medusa* who were in the boat with me, and to lieutenant Langford, the officers, and crew of the same ship, who nobly seconded us in the same barge, until all her crew were killed or wounded; and to the honourable Mr Cathcart, who commanded the *Medusa's* cutter, and sustained the attack with the greatest intrepidity, until the dangerous situation I was left in obliged me to call him to the assistance of the sufferers in my boat. The boats were no sooner alongside than we attempted to board; but a

very strong netting, traced up to her lower yards, baffled all our endeavours, and an instantaneous discharge of her guns and small arms, from about two hundred soldiers on her gunwale, knocked myself, Mr Kirkby, the master of the *Medusa*, and Mr Gou, a midshipman, with two-thirds of the crew, upon our backs into the boat, all either killed or wounded desperately. The barge and cutter being on the outside, sheered of with the tide, but the flat-boat, in which I was, being alongside, and there was not an officer or man left to govern her, must have fallen into the hands of the enemy, had not Mr Cathcart taken her in tow, and carried her off.

Mr Williams led his subdivision up to the enemy with the most intrepid gallantry, took one lugger, and attacked a brig, while his crews, I am concerned to say, suffered equally with ourselves, nearly the whole of his boat's crew being killed or wounded; lieutenant Pelley, who commanded the *Mudnsa's* launch, and the honourable Mr Maitland, midshipman, were severely wounded; and Mr W. Bristou, master's mate in the *Medusa's* cutter, under lieutenant Stewart, was killed.

I now feel it my duty to assure your lordship, that nothing could surpass the zeal, courage, and readiness of every description of officers and men under my command; and I am sorry that my words fall short of their merits, though we could not accomplish the object we were ordered to. I have the honour to be, &c.

Lord Viscount Nelson.

E. T. PARKER.

MY LORD,

Gannet, Aug. 16. 1801.

On the night of the 15th instant, the third division of boats which I had the honour to command, assembled on board his majesty's ship *York*, agreeable to your lordship's direction, and at eleven P. M. by signal from the *Medusa*, proceeded, without loss of time, to attack the enemy's flotilla of Boulogne, as directed by your lordship; and as I thought it most adviseable to endeavour to reduce the largest vessel first, lost no time in making the attack; but in consequence of my leading the division, and the enemy

opening a heavy fire from several batteries, I thought it advisable to give the enemy as little time as possible, cut the tow rope, and did not wait for the other boats, so that it was some little time before the heavy boats could get up, received so many shots through the boat's bottom, that I soon found her in a sinking state; and as it was not possible to stop so many shot-holes, was obliged with the men to take to another boat; and have the pleasure to acquaint your lordship, that I received particular support from the boats of his majesty's ship York, which soon ran up with the rest of the division I had the honour to command; but finding no prospect of success, and the number of men killed and wounded in the different boats, and the constant fire from the shore of grape and small arms, thought it for the good of his majesty's service to withdraw the boats between two and three in the morning, as we could not board her, although every effort was made. I have the honour to be, &c.

I. COTGRAVE.

Lord Viscount Nelson, K. B.

*His Majesty's ship Isis,
Sunday, Aug. 16, 1801.*

MY LORD,

In consequence of directions received from your lordship, I last night, on the signal being made on board the Medusa, left this ship with the boats of the fourth division, formed with two close lines, and immediately joined the other divisions under the stern of the Medusa, and from thence proceeded to put your lordship's orders into execution, attacking the westernmost part of the enemy's flotilla; but notwithstanding every exertion made, owing to the rapidity of the tide, we could not until near day-light, get to the westward of any part of the enemy's line; on approaching the eastern part of which, in order to assist the first division, then engaged we met them returning. Under these circumstances, and the day breaking apace, I judged it prudent to direct the officers commanding the different boats to return to their respective ships. I have the honour to be, &c.

ROBT JONES

P. S. None killed or wounded on board any of the fourth division.

Lord Viscount Nelson K. B.

*Discovery, off Boulogne,**Aug. 16, 1801.*

MY LORD,

I beg leave to make my report to your lordship of the four howitzer boats that I had the honour to command in the attack of the enemy last night.

Having led in to support captain Parker's division, keeping between his lines until the enemy opened their fire on him, we keeping on towards the pier until I was aground in the headmost boat, then opened our fire, and threw about eight shells into it; but, from the strength of the tide coming out of the harbour, was not able to keep off the Pier Head, but continued our fire on the camp, until the enemy's fire had totally slackened, and captain Parker's division had passed without me. I beg leave to mention to your lordship, that I was ably supported by the other boats.--- Captain Broome and lieutenant Beam, of the royal artillery, did every thing in their power to annoy the enemy; the other officers of artillery were detached in the other four howitzer boats. I have the honour to be, &c.

JOHN CONN.

Lord Viscount Nelson, K. B.

In these attempts, the total of killed and wounded was as follows: 4 officers, 33 seamen, 7 marines, killed; 14 officers, 84 seamen, 30 marines, wounded. Grand total, one hundred and seventy two.--The threatened invasion was thus happily checked; and the preliminaries of peace being shortly afterwards signed, lord Nelson found a period to a long series of severe, through glorious labours.

The Gazette of August 4th announced, that the king had "been pleased to grant the dignity of baron of the United kingdom of Great Britain and Ireland to the right honourable Horatio viscount Nelson, knight of the most honourable order of the bath, and vice-admiral of the blue squadron of his majesty's fleet, (duke of Bronte in Sicily, knight of the grand cross of the order of St Ferdinand and of merit, and of the Imperial order of the crescent), and to the heirs male of his body, lawfully begotten, by the name, style, and

title of baron Nelson of the Nile, and of Hilborough, in the county of Norfolk; with remainders to Edmund Nelson, clerk, rector of Burnham-Thorpe, in the county of Norfolk, father of said Horatio viscount Nelson, and the heirs-male of his body lawfully begotten; and to the heirs-male lawfully begotten and to be begotten, severally and successively, by Susanna, the wife of Thomas Bolton, esq, and sister of the said Horatio viscount Nelson; and in default of such issue, to the heirs-male of Catherine, the wife of George Matcham, esq. another sister of the said Horatio viscount Nelson.

At the close of the war, in which he had so eminently exalted British prowess and contributed to his own glory, he retired into the bosom of his social family circle at Merton, where he is said to have truly enjoyed the short interval of ease that was permitted to him; and it was here that the genuine unaffected philanthropy of his heart displayed itself. It is impossible to conceive a human being of more pure benevolence and more active virtue than lord Nelson. He was the friend, the brother of every man within the reach of his power; and the neighbourhood were delighted to see the reverence and affection which all his companions in arms, from the highest to the lowest, expressed for his person: it was a sort of homage which not mere duty could have enforced, but which sprung from a heartfelt sense of superior worth.

These enjoyments however, so dear and soothing to his heart, were quickly at an end. Hard and painful were his services, fleeting his intervals of repose. His rest was not to be of this world; it was soon to commence in eternity on the bosom of his Creator—that Creator to whose power and goodness he had ever, with Christian piety, assigned that uninterrupted success, the source of all his sublunary glory.

On the 10th of May 1803, his majesty, by a message, announced a rupture with France to both houses of parliament. Lord Nelson was immediately appointed to the command of our fleet in the Mediterranean; to join which he sailed on the 20th of May

in the *Victory*, accompanied by the *Amphion* frigate. Ere he embarked, fresh laurels were anticipated for him.

On this station many tedious months elapsed, during which no occasion presented itself for the exertion of his active spirit, and to satisfy his eager desire of once more humbling our haughty enemy. Patience and vigilance were the only qualities he had for a long time occasion to practise ; qualities which, however wearisome to a soul of fire like his, he shewed how well he could practise in the performance of his duty. Certain it is, that the Toulon fleet escaped out of harbour, unobserved by the British admiral, according to the account of their own commander, on the 30th of March, and shortly after formed a junction with the Cadiz squadron, having previously, by their great superiority of force, hastily driven sir John Orde from his station off that port. The combined fleet then directed their course to the West Indies ; and the public will recollect with what velocity lord Nelson, on the first news he received of their destination, hastened to save the islands from their pillage. His arrival was hailed with the utmost joy by the inhabitants of Barbadoes, and his name alone gave them security. He performed this service with a gallantry so noble, as to expose the combined fleets to the ridicule of Europe. They, however, eluded his pursuit, and he returned to England filled with mortification, which those who first conversed with him on his arrival state to have amounted to anguish, at his disappointment. The fleet of the enemy had, in the mean time, encountered sir Robert Calder's squadron, the particulars of whose victory over them are fresh in the public mind, and a few days afterwards succeeded in again getting into port on their own coast.

Lord Nelson, having refitted and prepared for sea, sailed again immediately to join the Cadiz squadron, of which he assumed the chief command on the 4th of October, sir Robert Calder having been previously recalled. Little now remains but to say he there rendered his last services to his country in the tremendous

conflict off Trafalgar, which robbed him of his valuable existence, and consummated his glory.

The following is a copy of Admiral Collingwood's dispatches, taken from the London Gazette Extraordinary, of 6th November 1805.

SIR,

*“ Eurydice, off Cape Trafalgar,
Oct. 23, 1805.*

The ever to be lamented death of vice-admiral lord viscount Nelson, who, in the late conflict with the enemy, fell in the hour of victory, leaves in me the duty of informing my lords commissioners of the admiralty, that on the 19th instant it was communicated to the commander-in-chief from the ships watching the motions of the enemy in Cadiz, that the combined fleet had put to sea. As they sailed with light winds westerly, his lordship concluded their destination was the Mediterranean, and immediately made all sail for the Straights with the British squadron, consisting of 27 ships, three of them GPs; where his lordship was informed by captain Blackwood (whose vigilance in watching and giving notice of the enemy's movements has been highly meritorious) that they had not yet passed the Straights.

“ On Monday the 21st instant, at day-light, when Cape Trafalgar bore E. by S. about seven leagues, the enemy was discovered six or seven miles to the eastward, the wind about west, and very light. The commander-in-chief immediately made the signal for the fleet to bear up in two columns, as they formed in the order of sailing—a mode of attack his lordship has previously directed, to avoid the inconvenience and delay in forming a line of battle in the usual manner. The enemy's line consisted of 33 ships, (of which 15 were French, and 15 Spanish), commanded in chief by admiral Villeneuve. The Spaniards, under the direction of Gravina, were with their heads to the northward, and formed their line of battle with great closeness, and correctness: but, as the mode of attack was unusual, so the structure of their line was new; it

formed a crescent, convexing to leeward—so that, in leading down to their centre, I had both their van and rear abaft the beam. Before the fire opened, every alternate ship was about a cable's length to windward of her second a-head and a-stern, forming a kind of double line, and appeared, when on their beam, to leave a very little interval between them; and this without crowding their ships. Admiral Villeneuve was in the *Bucentaur*, in the centre, and the prince of Asturias bore Gravina's flag in the rear; but the French and Spanish ships were mixed without any apparent regard to order of national squadron.

“As the mode of our attack had been previously determined on, and communicated to the flag-officers and captains, few signals were necessary, and none were made, except to direct close order as the lines bore down.

“The commander-in-chief in the *Victory* led the weather column, and the *Royal Sovereign*, which bore my flag, the lee.

“The action began at 12 o'clock, by the leading ships of the columns breaking through the enemy's line, the commander-in-chief about the tenth ship from the van, the second in command about the 12th from the rear, leaving the van of the enemy unoccupied; the succeeding ships breaking through in all parts a-stern of their leaders, and engaging the enemy at the muzzles of their guns; the conflict was severe; the enemy's ships were fought with gallantry highly honourable to their officers: but the attack on them was irresistible, and it pleased the Almighty Disposer of all events to grant his majesty's arms a complete and glorious victory. About three P. M. many of the enemy's ships having struck their colours, the line gave way: admiral Gravina, with ten ships joining their frigates to leeward, stood towards Cadiz. The five headmost ships in their van tacked, and standing to the southward, to windward of the British line, were engaged, and the sternmost of them taken: the others went off, leaving to his majesty's squadron nineteen ships of the line, of which two are first rates, the *Santissima Trinidad* and

the Santa Anna, with three flag officers, viz. admiral Villeneuve, the commander-in-chief, don Ignatio Maria d'Aliva, vice-admiral, and the Spanish rear-admiral don Baltazer Hidalgo Cisneros.

"After such a victory, it may appear unnecessary to enter into encomiums on the particular parts taken by the several commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all was the same: when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

"The Achille, a French 74, after having surrendered, by some mismanagement of the Frenchmen, took fire and blew up; 200 of her men were saved by the tenders.

"A circumstance occurred during the action, which so strongly marks the invincible spirit of the British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their lordships: the Temeraire was boarded, by accident or design, by a French ship on one side and a Spaniard on the other; the contest was vigorous, but, in the end, the combined ensigns were torn from the poop, and the British hoisted in their places.

"Such a battle could not be fought without sustaining a great loss of men. I have not only to lament, in common with the British navy and the British nation, in the fall of the commander-in-chief, the loss of a hero whose name will be immortal, and his memory ever dear to his country! but my heart is rent with the most poignant grief for the death of a friend, to whom, by many years intimacy, and a perfect knowledge of the virtues of his mind, which inspired ideas superior to the common race of men, I was bound by the strongest ties of affection; a grief to which even the glorious occasion in which he fell does not bring the consolation which perhaps it ought. His lordship received a musket-ball in his left breast, about the mid-

dle of the action, and sent an officer to me immediately with his last farewell, and soon after expired.

" I have also to lament the loss of those excellent officers, captains Duff of the *Mars*, and Cooke of the *Bellerophon*; I have yet heard of none others.

" I fear the numbers that have fallen will be found very great when the returns come to me; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

" The Royal Sovereign having lost her masts, except the tottering foremast, I called the *Euryalus* to me, while the action continued, which ship lying within hail, made my signals,—a service captain Blackwood performed with great attention; after the action, I shifted my flag to her, that I might more easily communicate my orders to, and collect the ships, and towed the Royal Sovereign out to seaward. The whole fleet were now in a perilous situation; many dismasted, all shattered, in thirteen fathom water, off the shoals of Trafalgar; and when I made the signal to prepare to anchor, few of the ships had an anchor to let go, their cables being shot. But the same good Providence which aided us through such a day, preserved us in the night, by the wind shifting a few points, and drifting the ships off the land, except four of the captured dismasted ships, which are now at anchor off Trafalgar, and I hope will ride safe until these gales are over.

" Having thus detailed the proceedings of the fleet on this occasion, I beg to congratulate their lordships on a victory, which I hope will add a ray to the glory of his majesty's crown, and be attended with public benefit to our country. I am, &c.

C. COLLINGWOOD.

" *William Marsden, Esq.*"

S

" GENERAL ORDER.

" Euryalus, October 22, 1805.

" The ever to be lamented death of lord viscount Nelson, duke of Bropte, the commander-in-chief, who fell in the action of the 21st, in the arms of victory, covered with glory, whose memory will be ever dear to the British navy and the British nation, whose zeal for the honour of his king, and for the interest of his country, will be ever held up as a shining example for a British seaman, leaves to me a duty to return my thanks to the right honourable rear-admiral, the captains, officers, seamen, and detachments of royal marines serving on board his majesty's squadron now under my command, for their conduct on that day; but where can I find language to express my sentiments of the valour and skill displayed by the officers, the seamen, and marines, in the battle with the enemy, where every individual appeared a hero, on whom the glory of his country depended. The attack was irresistible, and the issue of it adds to the page of naval annals a brilliant instance of what Britons can do when their king and country need their service.

" To the right honourable rear-admiral the earl of Northesk, to the captains, officers and seamen, and to the royal marines, I beg to give my sincere and hearty thanks for their highly meritorious conduct, both in the action, and in the zeal and activity in bringing the captured ships out from the perilous situation in which they were after their surrender, among the shoals of Trafalgar in boisterous weather.

" And I desire that the respective captains will be pleased to communicate to the officers, seamen, and royal marines, the public testimony of my high approbation of their conduct, and my thanks for it.

C. COLLINGWOOD."

From a most severe gale which sprang up almost immediately after this unequalled victory, and from the shattered state of the British ships, it was with great difficulty that the prizes could be secured. But to

prevent them from drifting back to the enemy, the most effectual means were taken to destroy them.

The following is lord Collingwood's account of the death of the gallant and much-lamented lord Nelson :

" He received the musket-ball from the shrouds of the Santissima Trinidada below his left shoulder ; and it was soon declared to be mortal. The heroism displayed by him, in the interval between his wound and death, was most awful and exemplary. Just as he had acted on the many former occasions, when carried down to the surgeon among the other wounded sufferers, he desired to take his turn : but on the first view of the wound it was pronounced to be mortal, and he received it with the fortitude which his piety had, in all the great events of his life, implanted in his heart. To the last moment he exerted all his faculties in the execution of his duty." He sent intelligence of his approaching fate to his gallant second, admiral Collingwood.—He gave his orders to all around him.—He expressed an eagerness to know that the arms of his sovereign had triumphed, and repeatedly enquired how many of the enemy had struck. As life was ebbing away, he was gratified by hearing that the number was continually augmenting. Captain Hardy continued with him to the last ; and when he was told that above fifteen had already struck, he returned thanks to God that his death was crowned with victory ; and after desiring his blessing to be given to all the persons whom he most tenderly loved, and whom it was his only desire to have embraced, he said, *But the will of God be done*—and in a few minutes expired.

So ended the life of Horatio lord Nelson—a life that, from the twelfth year of his age, had been indefatigably devoted to the public service. The memoirs of his brilliant career will be without parallel, for variety of danger and for splendour of success.

In the month of March 1787, captain Nelson married the truly amiable Frances Herbert Nesbit, widow of doctor Nesbit, of the island of Nevis, daughter of William Herbert, esq. senior judge, and niece to Mr Herbert, president of that island : the bride was given

away by prince William Henry. Lady Nelson is the survivor of her much lamented lord.

Having no children by lady Nelson, he procured the titles of baron and viscount Nelson of the Nile to descend to the collateral branches of his family.

*Ceremonial for the Public Funeral of the late Vice-Admiral
Horatio Viscount Nelson.*

On Wednesday, the 8th of January 1806, at ten o'clock in the morning, the several persons hereafter-mentioned, who are to attend the remains from Greenwich to Whitehall Stairs, will assemble at the governor's house, within the royal hospital of Greenwich; and soon afterwards proceed in the barges, according to the following order, viz.

FIRST BARGE,

covered with black cloth.

Drums---Two trumpets, with their banners, in the steerage.

The standard at the head---The guidon, at the door place---to be each borne by a captain, and supported by two lieutenants of the royal navy, in their full uniform coats, with black waistcoats, breeches, and stockings, and crape round their arms and hats.

Two pursuivants of arms

in close mourning, with their tabards over their cloaks; and hatbands and scarves.

Some servants of the deceased, in mourning.

SECOND BARGE,

covered with black cloth.

Four trumpets in the steerage.

Officers of arms, habited as those in the first barge, bearing the surcoat, target and sword, helm and crest, and the gauntlet and spurs of the deceased.

The banner of the deceased as a knight of the Bath, at the head.

The great banner with the augmentations, at the door place---to be each borne by a captain, and supported by two lieutenants of the royal navy, habited as those in the first barge.

THIRD BARGE,

Covered with black velvet, the top adorned with plumes of black feathers, and in the centre, upon four shields of the arms of the deceased, joining in point, a viscount's coronet.---Three bannerolls of the family lineage of the deceased, on each side, affixed to the external parts of the barge.

Six trumpets with the banners as before in the steerage.

Six lieutenants of the royal navy, habited as those in the other barges : one to each banneroll.

THE BODY,

covered with a large sheet, and a pall of velvet, adorned with six escutcheons.

Clarenceux king of arms, habited as the other officers of arms, and bearing, at the head of the body, a viscount's coronet upon a black velvet cushion.

At the head of the barge, the union flag of the united kingdom.

FOURTH BARGE,

covered with black cloth.

The chief mourner, with his two supporters, and six assistant mourners ; of four supporters of the pall ; the six supporters of the canopy, being admirals ; and the train-bearer of the chief mourner, being a captain in the royal navy, all in the mourning cloaks over their respective full uniform coats, black waistcoats, breeches, and stockings, crape round their arms, and crape hatbands.

The banner of emblems, at the door place, borne by a captain, and supported by two lieutenants of the royal navy, habited as those in the other barges.

The barge of his majesty, and that of the lords commissioners for executing the office of lord high admiral, will follow, singly : and immediately after, the lord mayor, in the city state-barge, followed by the barge, of the several companies of the city of London singly, according to their rank ; their respective colours, half-staff.

The procession to be flanked by gun-boats and row-boats of the river fencibles : three of which are to pro-

ceed in order to keep the river clear for the line of procession ; and three to guard the rear.

While the procession passes the Tower of London the great guns there will be fired : and during the time of landing the body, and the several persons from the four mourning barges, at Whitehall Stairs, the king's and admiralty barges, and those of the lord mayor and the city companies, will lie upon their oars.

Order of the Procession from Whitehall Stairs to the Admiralty on foot.

Drums and trumpets.

A pursuivant of arms.

The standard, borne by a captain, and supported by two lieutenants, of the royal navy.

Trumpet.

A pursuivant of arms.

The guidon, borne and supported at the standard.

Two trumpets.

A pursuivant of arms.

The banner of the deceased as a knight of the bath, borne and supported as the guidon.

Two trumpets.

A herald.

The great banner, borne and supported as the last. Gauntlet and spurs, helm and crest, sword and target, surcoat, borne by heralds.

Six trumpets.

Clarencieux, king at arms, bearing the coronet on a black velvet cushion.

Eight seamen of his majesty's ship the Victory, carrying on a bier

THE BODY,

Covered with a black velvet pall adorned with escutcheons, under a canopy supported by six admirals.

On each side of the bier, three bannerolls of the family lineage of the deceased, borne by three lieutenants in the royal navy, and two supporters of the pall.

Garber principal king at arms.

Two supporters, admirals.

Train bearer, a captain in the royal navy.

Six admirals, assistant mourners.

The banner of emblems, to be borne and supported as the other banners.

The servants of the deceased to close the procession.

Upon the arrival at the Admiralty, the body will be there deposited privately till the following day; and the persons who were in the procession will retire.

Supplement to the Ceremonial for the Public Funeral of the late Vice-Admiral Horatio Viscount Nelson, on Thursday the 9th day of January 1806.

Within Temple Bar, the procession will be received by the right hon. the lord mayor of the city of London, attended by the aldermen and sheriffs, and the deputation from the common council.

The right hon. the lord mayor, in his state-carriage, bearing the city sword, will be marshalled and placed in the procession between his royal highness the prince of Wales, and the herald at arms, who, in a mourning coach, will precede the great banner; in obedience to a warrant under his majesty's royal signet and sign manual, bearing date the 6th instant, directing the garter principal king at arms, to marshal and place the lord-mayor of London, on the present occasion, in the same station wherein his lordship would have been placed if his majesty had been present.

ISAAC HEARD, Garter.

College of Arms, Jan. 8, 1806.

FINIS.



